EXCURSION

FROM NEW YORK TO MONTREAL.

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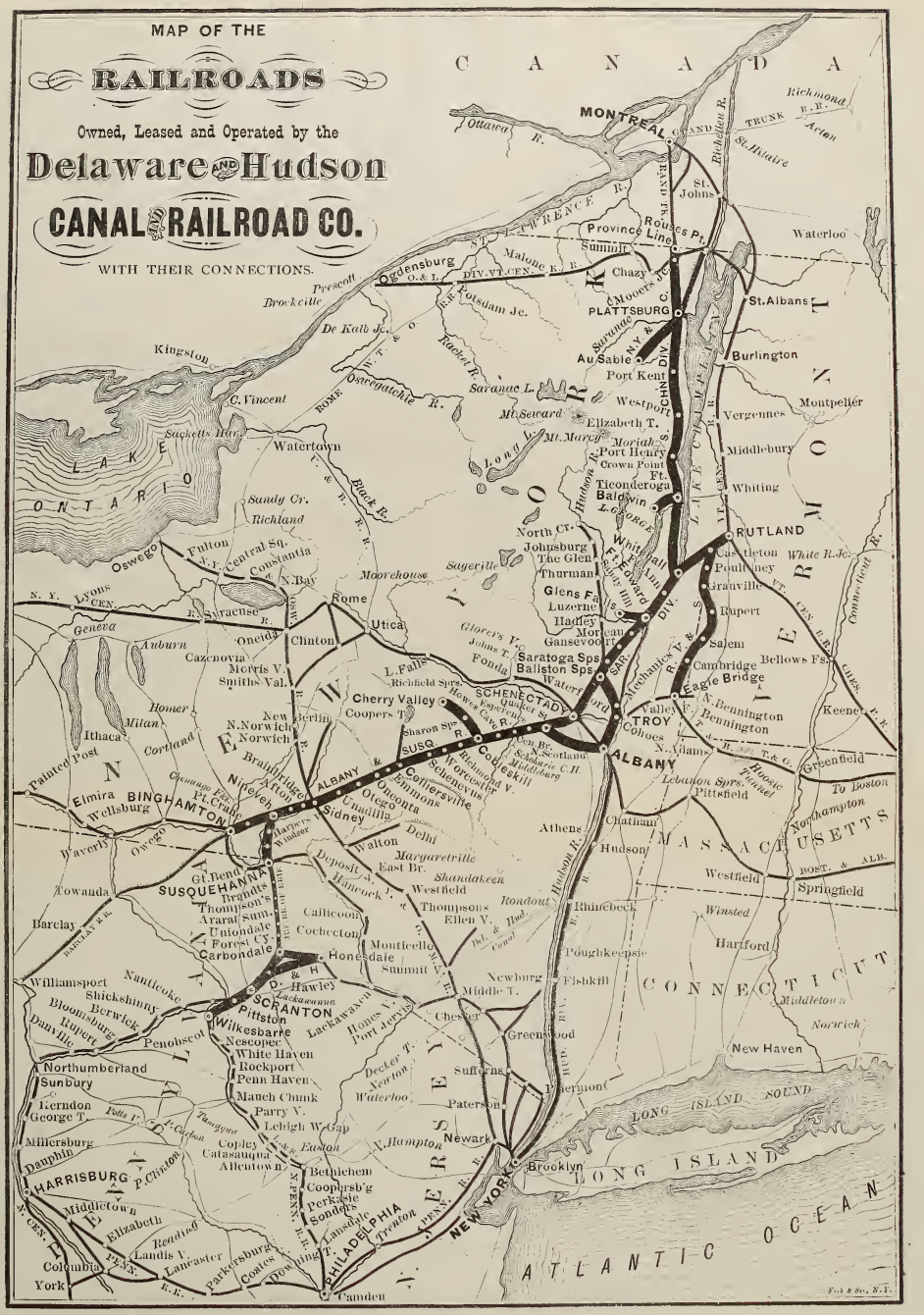
MAP OF THE
RAILROADS
Owned, Leased and Operated by the
Delaware AND Hudson
CANAL & RAILROAD CO.
WITH THEIR CONNECTIONS.
C A N A D A
MONTREAL
Ottawa R.
Richmond R.R.
Acton
St. Hyacinthe
Richelieu R.
GRAND TRUNK R.R.
St. Johns
Province Line
Rouses Pt.
Waterloo
Summit
Chazy
Ogdensburg
O. & L.
DIV. VT. CEN. R.R.
Malone
Prescott
Brockville
Potsdam Jc.
De Kalb Jc.
Moores Jc.
PLATTSBURG
St. Albans
Kingston
Rideau Canal
Rideau R.
Saranac R.
Au Sable
Port Kent
Burlington
Montpelier
C. Vincent
Oswegatchie R.
Saranac L.
Mt. Seward
Elizabeth T.
Mt. March
Moriah
Port Henry
Crown Point
Middlebury
Sackets Harb.
Watertown
Black R.
Ticonderoga
Whiting
Sandy Cr.
Richland
Baldwin
L. George
RUTLAND
North Cr.
Johnsburg
The Glen
Thurman
Glens Fs.
Luzerne
Hadley
Moreau
Gansevoort
Saratoga Sps
Ballston Sps
Castleton
Poultney
Granville
Rupert
Salem
Cambridge
Bellows Fs.
Eagle Bridge
Bennington
Keene
Oswego
Fulton
Central Sq.
Constantia
N. Bay
Moorehouse
Sageriile
Lyons
Syracuse
Rome
Utica
Geneva
Auburn
Oneida
Clinton
Cazenovia
Morris V.
Smiths Val.
Glovers V.
Johns T.
Fonda
L. Falls
Richfield Spgs.
Cherry Valley
Coopers T.
SCHENECTADY
Quaker St.
Mechanic V.
Valley F.
TROY
Cohoes
N. Adams
Greenfield
Homer
Milan
Ithaca
Cortland
New Berlin
N. Norwich
Norwich
Sharon Spgs.
SUSQ. R.
Cobleskill
Richmond V.
Schenevus
Con. Br.
Scotland
Schoharie C.H.
Middleburg
ALBANY
Lebanon Spgs.
Pittsfield
To Boston
Painted Post
Chemung R.
Pt. Crane
Nineveh
Elmira
BINGHAMTON
Wellsburg
Owego
Waverly
Tioga R.
Deposit
Hancock
Harpersville
Otsego
Oneonta
Emmons
Schenevus
Cooperstown
Sidney
Unadilla
Delhi
Walton
Margaretville
East Br.
Shandaken
Westfield
Athens
Hudson
Chatham
Northampton
Springfield
Rondout
Rhinebeck
Winsted
Towanda
Barclay
Gt. Bend
SUSQUEHANNA
Brandts
Thompsons
Ararat Sum.
Uniondale
Forest Cy.
Carbondale
Callicoon
Cochecton
Honesdale
Montticello
Summit V.
Thompsons
Ellen V.
Del. & Hud. Canal
Poughkeepsie
Hartford
Williamsport
Nanticoke
Shickshinny
Bloomsburg
Berwick
Rupert
Danville
Penobscot
Hawley
Lackawaxen
SCRANTON
Pittston
Wilkesbarre
Honesdale
Port Jervis
Newburg
Middle T.
Fishkill
Middletown
Norwich
Nescopec
White Haven
Rockport
Penn Haven
Mauch Chunk
Parry V.
Chester
Greenwood
New Haven
Northumberland
Sunbury
Lcrndon
George T.
Millersburg
Dauphin
HARRISBURG
Middletown
Elizabeth
Reading
Landis V.
Columbia
Lancaster
York
Parkesburg
Coates
Downingtown
Deckertown
Newton
Waterloo
Sussex
Paterson
Fishkill
Peekskill
Newark
N. Hampton
Lehigh Gap
Copley
Catasauqua
Allentown
Bethlehem
Coopersb'g
Perkesie
Sonders
Lansdale
Trenton
PHILADELPHIA
Camden
NEW YORK
Brooklyn
LONG ISLAND
LONG ISLAND SOUND
ATLANTIC OCEAN
LAKE ONTARIO
LAKE CHAMPLAIN
NEW YORK
MASSACHUSETTS
CONNECTICUT
NEW JERSEY
PENNSYLVANIA
Fisk & Co., N.Y.

MEMORIAL

OF THE

EXCURSION FROM NEW YORK TO MONTREAL,

GIVEN BY THE

Delaware and Hudson Canal Company,

UPON THE OCCASION OF THE OPENING

OF THE

NEW YORK AND CANADA RAILWAY

NOVEMBER 16th, 17th and 18th, 1875.

NEW YORK:
BAKER & GODWIN, PRINTERS.
1876.

STENOGRAPHIC REPORT,

BY

THERON C. LELAND,

Private Secretary, Delaware and Hudson Canal Company.

The New York and Canada Rail=road having been completed, the Presi=dent of the Delaware and Hudson Canal Company deemed it advisable to have an opening excursion for the purpose of advertising this new road, to give the Managers an opportunity to view the work, and to gratify the desire of citizens residing along the line, who wished to evince their appreciation of the advantages which would accrue to them by the completion of this road.

The following Circular of Invitation and Tickets for connecting roads were issued:

"DELAWARE AND HUDSON CANAL COMPANY,
71 BROADWAY.

Opening Excursion New York and Canada Railroad.

Dear Sir:

You are respectfully invited to join in an excursion between Albany and Montreal, upon the occasion of opening the NEW YORK AND CANADA RAILROAD.

The excursion train will leave Albany on Tuesday morning, November 16*th, at nine o'clock, and will return to Albany on the third day thereafter.*

A response before Friday, November 12*th, is respectfully requested.*

THOS. DICKSON,
President."

New York, November 8*th*, 1875.

DELAWARE AND HUDSON CANAL CO.
71 BROADWAY.

EXCURSION NEW YORK AND CANADA RAILROAD.

A car will be attached to the train leaving Grand Central Depot, 42d street, on Monday, 15th day of November, at 4 P. M., by which parties participating in the excursion will be taken to Albany, and the presentation of this card will pass the holder to Albany and return.
THOS. DICKSON, *President.*

DELAWARE AND HUDSON CANAL CO.
71 BROADWAY.

EXCURSION NEW YORK AND CANADA RAILROAD.

A car will be attached to the train leaving Scranton at 6.50 A. M., on Monday, 15th day of November, by which parties participating in the excursion will be taken to Albany, and the presentation of this card will pass the holder to Albany and return.
THOS. DICKSON, *President.*

The preceding Circular and Tickets were sent to the following Gentlemen:

THOMAS DICKSON, . . . *President Del. & Hud. Canal Co., New York.*
A. A. LOW, *of the Board of Managers Del. & Hud. Canal Co. and N. Y. & Canada R. R. Co.,* "
LE GRAND B. CANNON, . *of the Board of Managers Del. & Hud. Canal Co. and N. Y. & Canada R. R. Co.,* "
ROBERT L. KENNEDY, *of the Board of Managers Del. & Hud. Canal Co.,* "
JAMES M. HALSTED, " " " " " " "
GEO. CABOT WARD, . " " " " " " "
JAMES ROSEVELT, " " " " " " "
JAMES R. TAYLOR, . " " " " " " "
JOHN JACOB ASTOR, . " " " " " " "
THOMAS CORNELL, . " " " " " " "
W. J. HOPPIN, . . " " " " " " "
J. PIERPONT MORGAN, " " " " " " "
COE F. YOUNG, . . *General Manager* " " " *Honesdale, Pa.*
THEODORE VOORHEES, *Supt. Northern R. Dept.* " " " *Troy, N. Y.*
JOSEPH J. ALBRIGHT, *General Sales Agent Western & Southern Dept., Scranton, Pa.*
C. W. WENTZ, . . *Chief Engineer Del. & Hud. Canal Co., Albany, N. Y.*
ISAAC V. BAKER, . . *President N. Y. & Canada R. R. Co., Comstock,* "
R. G. MOULTON, . *of the Board of Managers N. Y & Canada R. R., and General Sales Agent Del. & Hud. Canal Co., New York.*
HENRY A. SMYTHE, *of the Board of Managers N. Y. & Canada R. R.,* "
JAS. C. HARTT, *of the Board of Managers N. Y. & Canada R. R. & Treas'r,* "
C. F. NORTON, *of the Board of Managers of the N. Y. & Canada R. R., Plattsburgh, N. Y.*
ANDREW WILLIAMS, " " " " " " "
W. W. COOK, . " " " " " *Whitehall,* "
Gen JOHN HAMMOND, " " " " " *and President Crown Point Iron Co., Crown Point,* "
SAMUEL SLOAN, . *President Del., Lack. & Western R. R. Co., New York.*
ANDREW J. ODELL, . *Secretary* " " " " "
FRED. H. GIBBENS, . *Treasurer* " " " " "
Hon. WM. E. DODGE, . *of the Board of Managers* " "
MOSES TAYLOR, . " " " " " " "
GEO. BULKLEY, . . " " " " " *Southport, Ct.*
JOHN I. BLAIR, . " " " " " *Blairstown, N. J.*
RUFUS R. GRAVES, . " " " " " *New York.*

Invited Guests.

GEO. BLISS, *of the Board of Managers Del., Lack. & Western R. R. Co., New York.*
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JOHN BRISBIN, . . " " " " " "
PERCY R. PYNE, . " " " " " "
Hon. WM. WALTER PHELPS, " " " " " "
Hon. WILSON G. HUNT, . " " " " " "
A. L. DENNIS, . " " " " " "
JAMES BLAIR, . . " " " " " *Scranton, Pa.*
ROBERT M. OLYPHANT, ... *New York.*
ROBERT OLYPHANT, ... "
H. D. WARD, ... "
RICHMOND TALBOT, ... "
JOHN EWING, . . . *President Pennsylvania Coal Co.,* "
GEO. A. HOYT, . . . *Vice-President* " " "
E. H. MEAD, ... *Treasurer* . " " "
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WM. H. VANDERBILT, . *Vice-Pres't* " " "
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Hon. W. WAGNER, ... "
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JOHN TAYLOR JOHNSTON, . *President N. J. Central R. R. Co.,* "
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Edward R. Bell, "
E. L. Nichols, "
R. M. Hunt, New York.
John Child, "
John H. Clark, "
Samuel H. Seaman, "
W. H. Drew, "
Jacob Halsted, "
John K. Myers, "
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R. H. McCurdy, Vice-Pres. Mutual Life Ins. Co., New York.
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E. C. Purcell, New York.
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Johnson Livingston, "
Alex. Holland, "
J. C. Fargo, "
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Hon. John A. Foley, "
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D. F. Dobie, "
B. J. Wever, "
Henry Orvis, "
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A. W. Lansing, Plattsburgh Sentinel.
W. S. Ketchum, Plattsburgh, N. Y.
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William Reed, "
W. A. Fuller, "
Andrew McKeefe, "
P. McKeefe, "
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A. S. Holt, " "
T. P. Chesterfield, Keeseville, "
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Luther Whitney, " "
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W. C. Watson, Port Kent, "
Chas. Cramer, Waterford, "
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Adolphus Hamilton, " "
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Z. C. Priest, Utica, "
Chas. McKinney, Utica, "
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Thomas Wetherbees, " "
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H. S. Pierce, " "
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Rev. J. M. Partridge, " "
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Andrew Watt, " "
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Stanley Woodward, " "
John C. Phelps, " "
John S. Law, " "
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C. L. Lamberton, " "
Wash. Lee, " "
E. P. Darling, " "
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Geo. DeB. Keim, Vice-Prest. Reading Coal & I. Co., Philadelphia, Pa.
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Rev. John Doherty, " "
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G. G. Waller, " "
H. M. Seely, " "

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P. M. Crane, " "
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Alfred Hunt, Prest. Bethlehem Iron Co. Bethlehem, Pa.
John Fritz, Bethelhem, Pa.
Selden T. Scranton, Oxford, N. J.
P. H. Ballantine, Newark, N. J.
T. P. Howell, " "
John H. Ballantine, " "
Nehemia Perry, " "
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Thos. F. Torrey, Chicago, Ill.
Hon. U. S. Grant, President U. S. Washington, D. C.
Hon. Hamilton Fish Secretary of State, Washington, D. C.
Hon. Edwards, Pierrepont, Attorney-General, Washington, D. C.
T. Roesselle, " "
Hon. H. B. Anthony, Providence, R. I.
Gen. A. E. Burnside, " "
G. P. Pomeroy, " "
John H. Reed, Boston, Mass.
John C. Pratt, " "
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Wm. Bliss, General Manager B. & A. R. R., Boston, Mass.
C. W. Chapin, President B. & A. R. R., Springfield, Mass.
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W. H. Jourdan, " "
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V. P. Noyes, Burlington, Vt.
Jos. D. Hatch, " "
Jos. D. Allen, Civil Engineer, Burlington, Vt.
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Levi Underwood, " "
Hon. John G. Smith, St. Albans, "
Edmund M. Smith, " "
Dr. Hingston, Mayor, Montreal, Canada.
Sir Hugh Allen, " "
Sir John Young, " "
Hon. Walter Shanley, " "
W. A. Dart, U. S. Consul, " "
Joseph Hickson, Managing Director Grand Trunk R. R., Montreal, Canada.
Harrison Stephens, " "
G. W. Stephens, " "
Hon. C. J. Brydges, " "
Wm. Tenier, Monireal, Canada.
James Dankey, " "
Chas. H. Gould, Pres't Corn Exchange, Montreal, Canada.
Wm. J. Patterson, Sec'y Corn Exchange, Montreal, Canada.
Wm. Darling, Pres't Board of Trade, Montreal, Canada.
Hugh McLennan, Montreal, Canada.
Julius Schriver, Hennigford, Canada.
S. Seymour, Quebec, Canada.
James Gordon Bennett, "Herald," N. Y.
Whitelaw Reid, "Tribune," "
Louis J. Jennings, "Times," "
Manton Marble, "World," "
Chas. A. Dana, "Sun," "
W. C. Bryant, "Evening Post," "
John Croly, "Graphic," "
Hugh J. Hastings, "Commercial Advertiser," New York.
Erastus Brooks, "Express," New York.
David M. Stone, "Journal of Commerce," New York.
Oswald Ottendorfer, "Staats Zeitung," New York.
Geo. W. Curtis, "Harper's Weekly," N. Y.
Frank Leslie, "Leslie's," "
Geo. Wilkes, "Spirit of the Times," "
Fred. Driscoll, "Express," New York.
E. S. Lamb, "Sunday Press," Albany, N. Y.
James Manning, "Albany Argus," " "
J. A. Dwyer, "Herald," Sandy Hill, N. Y.
H. C. Maine, "Whig," Troy, N. Y.
H. B. Phelps, "Evening Times," Albany, N. Y.
W. H. McElroy, "Evening Journal," Albany, N. Y.
J. C. Cuyler, "Morning Express," Albany, N. Y.
F. J. Mather, "Republican," Binghamton, N. Y.
E. F. Ritchie, "Saratogian," Saratoga, N. Y.
J. A. Morris, "Herald," Port Henry, N. Y.
H. M. Harris, "Republican," Glens Falls, New York.
Wm. P. Miner, "Record of the Times," Wilkesbarre, Pa.
A. Lackey, "Daily Press," Scranton, Pa.
Henry Clark, "Globe," Rutland, Vt.
S. B. Pettengill, "Herald," " "
G. G. Benedict, "Free Press," Burlington, Vermont.

DINNER,

Given by the Citizens of Plattsburgh, on the Evening of Tuesday, November 16, 1875, *to the*

PRESIDENT AND MANAGERS OF THE

DELAWARE AND HUDSON CANAL COMPANY,

AND THEIR FRIENDS.

HON. SMITH M. WEED, OF PLATTSBURGH, PRESIDING.

WHEN the guests were seated the divine blessing was invoked by the Rev. Dr. Cattell, President of Lafayette College, Pa.

After the removal of the cloth, the Chairman addressed the guests as follows:

MR. DICKSON, *President*, MANAGERS OF THE COMPANY, AND GENTLEMEN:

Having been designated to preside at this entertainment, and in behalf of the citizens of Plattsburgh to welcome you to it, as well as to our village, it gives me great pleasure to do so, and I trust I may be excused in prefacing the first regular toast of the evening with a very few remarks.

I need not say to you, gentlemen, after what you have seen, that this is a happy day to our citizens; a day looked

for and longed for by our whole people; a day that will be remembered by us so long as memory proves faithful.

Upon us to-day dawns a new era; to-day we are connected by rail—direct rail—with the great cities of our State, and the great city of the Dominion. To-day we have a consummation of the hope of our forefathers. To-day the dreams of youth, the hopes of the aged are realized in the completion of the New York & Canada Railroad through "the valley of Lake Champlain."

The valley of Lake Champlain! How many memories does that sentence call up! How many sanguinary struggles between Gaul and Saxon over the possession of this great valley, pass before the mind! How many equally fierce, but less bloody, struggles between what were, or believed themselves to be, rival interests since that day, are called to mind!

This valley, made by the Almighty as a connecting link between the great western waters and the sea, has been for the past thirty years overlooked. Two hundred years ago millions of treasure and thousands upon thousands of men were sacrificed by England and France for its control. It was then believed to be what it is, and what this road will demonstrate it to be—*the most important avenue from the West to the East.*

I cannot at this time give a detailed description of this natural depression upon the face of the earth, with the Adirondacks upon one side and the Green Mountains upon the other, but as the most forcible way in which attention can be called to this natural *pathway*, I will say, that if it

were possible to construct a dam across the St. Lawrence at Coughwanaga, seven miles above Montreal, all of the waters of the great lakes would be thrown through Champlain valley and down the Hudson to the ocean.

If it were possible to construct a dam at any point between New York city and Albany, one hundred and forty-seven feet high, less than half as high as the Palisades, all the waters of the Hudson and its tributaries would be thrown down the St. Lawrence.

It is through this valley that this new road has been constructed, without a grade of over thirty feet to the mile, and very few miles of that—constructed not as new roads are usually constructed, just put together, trusting to the future to complete and perfect them; but made perfect, in the first place, with iron bridges and the best masonry ever put upon any road, and with a perfect road-bed, and magnificent superstructure and equipment, and followed, as this great work will be ere long, by the Coughwanaga ship canal and the Champlain ship canal, this valley will be again considered, and will in fact be, the "gateway" from the West to the East.

The fertile plains that surround the great lakes are capable of sustaining two hundred millions of people. They now have about twelve millions. As time rolls on, and additional facilities for transporting their products to market induce additional emigration to these fertile fields, you will see the Champlain valley teem with the cereals of the West, and see the products of our own country, the coal, the ore, the iron, and the manufactured articles returning to the

West. And the tide of travel, following, as it always will, the great avenues of commerce, will seek this outlet.

Then will you see the valley of Lake Champlain bloom with its manufactures, with cities, and manufacturing villages. Then, gentlemen, you will see this road that we now open one of the greatest avenues of travel and commerce in the land.

You may think we are enthusiastic upon this subject, but I assure you that the future of this valley, in its mineral wealth, and in the wealth and population that will flow to it from the opening of these lines of transportation through it, has not half been told.

Gentlemen, we celebrate to-night the termination of a struggle begun more than thirty years ago. Since 1845 the battle has waged, sometimes with fury, and again the contending parties would retire for a time for repairs and supplies. It has been a struggle in which Boston and New England contended against those who favored a route to New York.

It has been an unequal contest, for until the Delaware and Hudson Canal Company took hold of it, we had to depend upon ourselves, and we were no match for New England capital.

From time to time bitter feelings have existed between some of us in reference to this road. We have differed upon plans and schemes for its accomplishment, and we have boldly fought for that which we believed right, as one of the later day combatants. I can only say that in all these contests I had but one object in view, the construction of a

railroad on the west side of Lake Champlain, and that I would have contended with any one who I thought stood in the way of that object.

I accord to all those with whom I have differed, the same honesty of purpose that I believe actuated me, and I see the most of them around this board to-night just as well pleased with the accomplishment of *our* object—for no one can tell which part of the play could have been left out with safety—as I am.

Gentlemen, we owe this work to the Delaware and Hudson Canal Company, to Thomas Dickson, and to that great and good man, George Talbot Olyphant, who is not here in person to witness the completion of the work he inaugurated, and to their co-directors.

Without this aid we would have been powerless; with this help we are permitted to rejoice to-night over the completion of our long deferred hopes; and it behooves us, as citizens of this part of the State of New York, to offer the first regular toast of the evening to our benefactors.

THE PRESIDENT AND MEMBERS OF THE COMPANY, WHO WITH THEIR BLACK DIAMONDS, THROUGH THE ROCKS HAVE OPENED A NEW AVENUE TO COMMERCE—THEIR RESOURCES ARE ONLY EQUALED BY THEIR ENTERPRISE AND THEIR ENERGY.

For some remarks upon that sentiment, I introduce to you, as the most appropriate of all men to respond, Mr. THOMAS DICKSON, the President of the Company.

Mr. Dickson responded as follows:

Mr. Chairman and Gentlemen: I am not in the habit of apologizing for anything I undertake to do; but it is due to you to say that the gentleman who generally speaks at the social gatherings of our Management is unavoidably absent. I did not know till late last night that he was not to be here. On looking over the remaining members of our Company, it was decided that the youngest and best-looking man should respond to the toast (*cheers*). I now want to say, on behalf of the Management, to the citizens of Plattsburgh and the gentlemen who have contributed this magnificent reception, that we thank you for the welcome we have received at your hands. And I want to say that no other town along the line of this road has done as much as this. No other town has held out to us a helping hand or extended to us such words of encouragement; and, in saying this, I neither do any injustice nor intend any wrong to any of the other towns on the line of the road.

The Delaware and Hudson Canal Company was the offshoot or the creation of William, Charles and Morris Wurtz, of Philadelphia. William Wurtz, at an early day, soon after the war of 1812, in some of the tramps which he was in the habit of taking, and in which he delighted, wandered up into one of the northeastern valleys of the State of Pennsylvania, and while passing up and down the stream, fishing for trout, he came upon a vein of anthracite coal. He was very much struck with the value of it, and when he returned to Philadelphia he induced his brothers to come up and look at it, and as the result of their investigation, the Company was

chartered by the State. I want to say here that it is the general impression that the Delaware and Hudson Canal Co. is a Pennsylvania corporation. This is a mistake, as all our chartered powers come from the State of New York (*applause*). She has given to her by the State of Pennsylvania certain privileges and powers which she exercises within the limits of that State; but she is, to all intents and purposes, a New York corporation. The construction of the canal was commenced July 13, 1825; and I may here say that, for that time, and under the circumstances which then existed, the undertaking was a much larger one than the building of this road. It was the largest undertaking that had ever been entered into upon the continent by any corporation, and any gentleman who has ever passed over its line through the valleys of the Rondout, Neversink, Delaware and Lackawaxen, will agree with me in that statement. This association, like all early corporations, was crippled for the want of funds; capitalists were few and money scarce, and as the consequence large sacrifices were made, and the projectors for many years were without returns, and it was not until about 1840, that the prospects brightened, and returns began to be made upon their investments; indeed, many shared the fate of those who invest in the beginning of great enterprises, and they either lost largely the money they had invested, or were compelled to hold it for many years without returns; indeed, the stock at one time sold as low as 40 per cent. Since 1840, however, the company has been prosperous, and for 34 consecutive years have never passed a dividend. And as they waxed

strong, they became indifferent, and for a time depended upon tradition for dividends, and it was not until the young giant, of which my friend Sloan is the head, began to take front rank, that they were awakened to the danger of their position, and to the fact that they were likely to be distanced, the result being a comprehensive plan of expansion, the culminating point being the construction of this road; and, I verily believe, with all deference to you, Mr. Weed, and you gentlemen of Plattsburgh, that it was this competition of Mr. Sloan's Company, that was the motive power, producing the result which we this day celebrate.

To convey to you an adequate impression of the growth of the company, I may say that, in 1830, the total product was 43,000 tons, and in 1860, the year of my entering the service of the company, the product had reached 541,000 tons; the present year it will be three millions; in 1860, the company had a productive capacity of not to exceed 600,000 tons per annum, had 108 miles of canal and 23 miles of railroad; its productive capacity is now four millions of tons per annum, and in addition to the canal, it owns and operates 700 miles of railway, besides some 200 miles of underground railway in their mines; and while the capital stock has been increased from time to time, until now it reaches twenty millions, the increase of product and of the business has been much larger in proportion.

I do not want to occupy the time of this company at too great length ("*go on, go on*"); there are so many here more able than I am, to whom I ought to give way; and I will simply say that the Delaware and Hudson Canal

Company has always been characterized by its fair dealing. I have known this company since I was 12 years of age. I knew it as a boy, and have spent my manhood in its service, and there has never been a time or occasion to my knowledge when any charges of unfair dealing or undue advantage, or of any action that would be considered ungenerous or unfair, either with their laborers or any one else have been made.

I may also say that during the time I have been in the service of the company, and during the time I have sat at the Board of Management, I have never known any personal interests to be considered in any manner or degree. The interests of the company have been the only motives which have actuated the Management, so far as my knowledge goes. As to my own administration it ill becomes me to speak, but whatever success it has obtained, is largely due to the confidence reposed in me by the members of the Board of Management and the generous aid and co-operation given to me by my subordinates. I have never given an order that has not been carefully carried out, whether it fell in with their own views or not. In other words, my whole staff has always been wholly subordinate and ready to carry out my views (*cheers and applause*).

Mr. Weed.—It is usual on occasions like this to give a certain number of regular and stated toasts, to be followed by appropriate speeches. The people of our city are denied the privilege of giving the

ordinary toast to-night. We are compelled to give the Delaware and Hudson Canal Company the first toast of the evening. My experience upon this excursion to-day has led me to depart again from the ordinary rule, and give as the second toast:

EXCURSIONS, THEIR MORAL EFFECT UPON SOCIETY AND COMMERCE.

I call upon Mr. J. C. WYMAN to reply to that sentiment.

Mr. WYMAN responded as follows:

Occupying the position that I do in the moral atmosphere of this country (*laughter*), you could not, sir, have given a sentiment which would have so encouraged and strengthened me in the course which I marked out for myself early in life, as to give this toast and this conspicuous recognition of the power of excursions to promote good morals.

Why, sir, if there is anything in the world that would tempt a man to start out on a moral crusade, and to endeavor to lift his country on to a higher plane than it had hitherto occupied, it is precisely this sentiment which you have given to-night—the moral effect of an excursion like this (*laughter and cheers*).

You have referred to the speeches which are to come after. If I were to give utterance to one-half the suggestions to which this sentiment gives rise in my mind, every other

gentleman sitting here, apprehensive that he will be called upon, might possess his soul in peace, for I should want all the time.

Sir, I have been struck with this idea: When the President of the Delaware and Hudson Canal Company was making his speech, he little thought what fuel he was furnishing for my fire, for I do not suppose the man thinks there is anything else in God's world that will burn except coal (*prolonged cheers and laughter*). Why, he has furnished for me the very text I needed, and most pregnant with meaning, for he spoke of the early history of this great enterprise accomplished by the company of which he is the President, and culminating in this work of wonderful power, and giving an example of such energy and enterprise as make us proud and glad of the Company to which he belongs; of the management which can accomplish such wonderful works; and of the two States that have granted them such powers. But, notwithstanding all this greatness, he said that, in its early operations, it had to struggle for the want of funds, and has risen to its present proud position through poverty.

Why, sir, my heart was cheered to its very depths by those words (*cheers and laughter*), and how the heart of many a man who may be here to-night struggling for the want of funds has also been cheered. It has been my experience all through life up to the present time (*cheers*), and standing here to-night, and witnessing the wealth, the inexhaustible wealth, that has enabled the people of Plattsburgh to entertain us so cordially, and the company to give this

excursion—God only knows what peace fills my heart (*applause*). I can tell you one thing, I started as low down in life as the Delaware and Hudson Canal Company did, and what is more, I have kept there fully as long (*cheers and laughter*); and if they have got up to the place where they can do what they are doing to-night, there is hope for me, and I don't propose to give up the fight (*screams of laughter*). That time may come, sir, and here is where the great moral effect comes in, it has increased in me a desire for a renewed effort, and I am not going to give up. I have made up my mind never to travel any more unless I am invited. I am going to scrape together some money, and see if I can't come up here when the summer excursions roll up this way, which shall lift me still higher in the moral atmosphere.

But, Mr. President, you and all of you see the drift of my incoherent remarks, and you must perceive that you and all of you are in a better moral condition than when you left New York. I could not help remarking to myself, as we came up here along this beautiful lake—this lake whose still waters prompted in my memory the recollection of that passage of the old psalmist, who desired to be led by the still waters. If he had known anything about Lake Champlain, no doubt he would have been glad to have been led into this excursion, and to have been present with us to-night (*cheers and laughter*). But, sir, I think of another grand excursion made four or five thousand years ago—when you are dealing with thousands of years, it don't make any difference whether you are accurate in dates within a thousand or so—but the fact is a great excursion went up out of

Egypt, and the Israelites wandered forty years in the desert to accomplish an enterprise not so great as this which the Delaware and Hudson Canal Company have accomplished in two years. On that excursion, it is said that Moses sent out scouts to explore the land, and when they went back they told him that the land flowed with milk and honey, and they carried back bunches of grapes to show the fertility of the soil. Sir, we have got done with milk and honey; we don't want it on an excursion like this; and as for bread, sir, why if Moses could have had something we have had to-day, he would not have touched bread for a month (*laughter*). As for the moral results of an excursion like this, why, sir, only think of it. The benevolence of this great corporation and the christian support that animates it, are shown in the way they have invited two hundred and fifty capitalists, including me, to come up here and see what a corporation, this is, and what opportunities there are for money to be made here. I have no doubt that the citizens of Plattsburgh, who are enlisted in this enterprise, will give every man an opportunity to subscribe for thousands of dollars of stock, and to share in the profits. What an effect will be produced by bringing men on an excursion like this, and giving them opportunities to get acquainted with each other! All these things are measures which bring men and money together, and give strength and power to our people. To come here and see what has been accomplished by energy and enterprise, and to see far-sighted investments of this kind is an encouragement to every man, whenever he puts his hand to the plow, not to look back, but to go for-

ward to the accomplishment of the design upon which he has entered.

Mr. Weed.—I am happy that the gentleman alluded to that great pilgrimage through the wilderness, and I wish to say that the years of that pilgrimage correspond exactly with the years that we have struggled for the accomplishment of this work; but instead of finding croakers, as Moses did for years and years, we have not known anything about doubting Thomases; and after a term of about 40 years we found a *Thomas* who did not have any doubts. I come now to the next regular toast:

The United States of America.

I call upon one of the most illustrious and faithful defenders of the Union, General J. H. Wilson, of New York, to reply.

General Wilson.—I am not accustomed to public speaking, and if I were, I only just received notice that I would be called upon; therefore I have not done much lying awake o'nights thinking what to say. I am in a tight place. It reminds me of a soldier at the battle of Winchester. He had thrown away his knapsack, overcoat and

arms, and was getting away as fast as he could. A general officer met him and said, "Where are you going? Why don't you go back to the front?" The soldier replied, "I am not a coward, I am not sick, I haven't been hurt; but I ain't got a confounded bit of confidence in my colonel." So I have no confidence in my making a speech. To respond to this toast would require an eloquence equal to the last speaker. That company which has gone on and from $3,000,000 accumulated capital to the extent of $40,000,000 needs no encomium at our hands. That railroad system which started with the Delaware and Hudson Canal Company, built among the first miles of railroad in America, and run the first locomotive propelled by steam in this country, needs no encomium from me. And, gentlemen, building railroads is better business than fighting. They who live beyond the border have felt the strength of our steel; but, I hope, for the last time. I hope hereafter we may be able to make them our friends, and through friendship grapple them with hooks of steel. We have not the "hooks of steel," but we have laid the bands of steel between the two countries.

There was once an American commodore who said "blood is thicker than water." I hope, therefore, the struggles of that kind are ended.

Mr. Weed.—The next regular toast is,

The Dominion of Canada.

As I see no one present from Canada, I will

call upon a distinguished citizen of this State, whose interest in the continuance of the late Reciprocity Treaty, when he was in Congress, is well known—the Hon. JOHN V. L. PRUYN of Albany.

Mr. PRUYN spoke as follows:

Mr. PRESIDENT: The allusion which you last made to what occurred in Congress, relieves me from some embarrassment which I would naturally feel in replying to a sentiment given in compliment to a nation of which I am not a citizen. It is true, sir, that when I was a member of the House of Representatives, at the time the former Reciprocity Treaty terminated, I did what laid in my power to secure a renewal of it—not a renewal in precisely the terms of the original, for it was conceded on both sides that changes were needed; but changes, sir, made in such terms as would be consistent with the honor and dignity of both countries. Although that effort failed at that time, it was renewed only two or three years ago by the General Government; and, although it failed again, I believe that public opinion and the interests of both countries unmistakably point to the fact that it is desirable that at an early day an arrangement should be made by which the interests of both countries may be promoted by the adoption of a Treaty which may be just and liberal in all its terms. The event which we celebrate to-night has very much to do with this matter. It is the entering wedge of a movement which must go on and increase. Upon the

great business city of New York, the capital of our country, and upon the business of Canada it is destined to exert an influence in the future which will be unmistakable. I may be excused for pointing to the condition of the Dominion of Canada. I think its importance has been very much underrated in the United States, and it would be well for us to look at the facts of its commercial and railway departments, and the effect, as a border country, it must have upon our own country. I believe it is an undisputed fact that the Dominion of Canada has now the third most powerful commercial marine in the world. This fact we may not have understood, but I believe it is unquestioned. I believe also its legislation, the interest it has taken in internal improvements, the extent and value of its territory and the products of its soil, the character of its judicial decisions and the attention it has paid to education—upon all these points, we may assuredly feel that it is a country in which we have a deep interest. It is a fact beyond question that the most valuable part of its landed domain—the London district—belonged to the Province of New York at the time of the Declaration of Independence, and it was given up by us to the common Confederacy. This generous concession placed New York at the head of all the States, and, by her act, secured the adoption of the Articles of Confederation which lie at the foundation of our government; and later, in the general adjustment of boundaries, this district fell to the share of Canada. I might refer to other facts, especially in regard to to the city of Montreal. You will find it to-morrow to be one of the largest, most interesting, and among the best

built cities on our continent. In its wharves, its squares, its streets, indeed in regard to its whole appearance and the stability and character of its buildings, I am sure you will take very much interest, and I trust that this visit of so large a body of Americans to what is really the capital of the Dominion, may be not only of interest to-day, but have the most important and beneficial results in the future.

Mr. WEED.—I propose as the next regular toast,

THE STATE OF NEW YORK,

and call upon General A. S. DIVEN.

Mr. PRESIDENT: I seldom receive an invitation to make a speech at a dinner of this kind without regretting that I cannot make a speech suitable to the occasion. I would be glad could I recall those events connected with the history of my State which reflect the greatest credit upon it and upon its institutions. I regret that the guests upon this occasion have not had the opportunity of witnessing, along the western border of this lake, the splendid scenery which nature has spread out, and which they would have witnessed but for the inclement character of the day. I regret that I cannot recall the events which have transpired to give interest to this part of the State of New York; but let me say that no other part of the State—indeed, in my judgment. no other part of the United States—is associated with more events of historic interest than the valley of the Champlain. From the first discovery of the valley by the enterprising explorer who gave his name to it, it has been filled with his-

toric interest. It was in this valley that the first missionary presented, as far west as this, a knowledge of our Master to the naked savage. It was in this valley of the Champlain, through which we have passed to-day, that the most heroic struggle for the possession of its territory took place between the two most chivalrous nations of Europe. We have passed to-day through a tunnel overlying which was the very scene in which was enacted the great drama for the possession of New France to determine whether it should be New France or New England. Following the course of historic events which were required to settle the boundary between New France and New England, other events equally important transpired through this same Champlain valley. It was through this valley that the gallant Montgomery led the most valiant army ever raised in this or any other country; and, although that campaign was not a success, it reflected glory upon the army—which was of itself a success. It was through this same valley that the confident Burgoyne poured his army of invasion, which led to the disasters which befell him at Saratoga.

I would be glad to follow farther the important events which have transpired, but I know that that is not what is expected from one called upon to respond to a toast to the State of New York. I know you expect that I will speak of the grandeur of the State of New York. I feel from my surroundings a peculiar embarrassment. I never can express my views on this topic without danger of giving offense; and on that ground some other speaker should have been called upon to respond to this toast. Whenever

I allude to the greatness of the State of New York, some gentlemen feel that their dignity is infringed upon. They have really come to think that New York is but a small affair compared with the Keystone State of Pennsylvania. They have mistaken the importance of the Keystone, and really suppose that the whole country is supported by or suspended from the Keystone. Why, my friends, you can do better without the support of a keystone than you can without a buttress, and Pennsylvania could better do without this whole Union than without New York. I am sorry the gentlemen of this excursion could not have seen more of New York. They have talked about the material wealth and its immense extent imbedded in the State of Pennsylvania. Well, in Pennsylvania there are some bowels, but they do not amount to anything compared to the mineral resources of this State. I tell you, these Adirondack hills contain more mineral and more wealth than is deposited in all the hills of Pennsylvania. I can never make a Pennsylvanian believe that, nor can I make him believe that the city of New York can compare with Philadelphia. They regard the city of New York as a mere provincial town. They regard all this territory of the State of New York as subsidiary to Pennsylvania. They think we would perish with cold but for their coal, and with the fatigue of labor but for the machinery which they bring to bear. These Delaware and Hudson Canal Company people are Pennsylvanians. The President of that company has done New York some justice by acknowledging its indebtedness to the legislation of this State, but he didn't tell us how the poor

little thing in its infancy would have got along without some $800,000 lent to it by the State of New York, and that the company was too poor for a great many years even to pay the interest. Why, gentlemen, take away from Pennsylvania the city of New York and the State of New York, and what would Pennsylvania be? Who would burn her coal and who would support her institutions? Why, a keystone would be just as effective without a buttress to rest upon as Pennsylvania would be without New York—it would tumble to indiscriminate ruin. I do not say this to the prejudice of Pennsylvania. It is a pretty good State. It has some resources, and it is convenient for the State of New York to have its resources; but, aside from that, the country could do very well without Pennsylvania. Now, if I were to go into details and speak of the importance of New York, I know the offense I would give my Pennsylvania friends, and I beg you will excuse me from saying more.

Mr. Dickson responded to the remarks of the last speaker as follows:

Mr. President: Gen. Diven is an old-time antagonist of mine. He was engaged in his early days, when he was connected with the Erie Railway Company, in making a raid upon the State of Pennsylvania, and the Delaware and Hudson Canal Company, and I assisted in defeating him. I have nothing to say against the State of New York—I love the State of New York. But I want to correct one or two statements which the gentleman has made, though I am not very

particular any way about any statement he may make. It is true that the Delaware and Hudson Canal Company was assisted by the State of New York to the extent of $500,000 —not $800,000; but it has all been repaid to the State, with interest, every dollar of it. I have no exceptions to take as to what he has said about the State of Pennsylvania. I will mention a little circumstance which occurred a year or two ago, while in company with one or two gentlemen, which will show whether his statements are entitled to any particular credit. Some two years ago, accompanied by my friend Mr. Hicks, we were out examining some ore property. The enterprise required the building of some twenty miles of railroad, which the General wanted to construct, and I am sorry to say the examination required a bottle of whisky. After proceeding a while, the General wanted to go further and make examinations. While he was gone, my friend got dry, and thought we had better have another drink. The question was, what the General would say. I told Hicks I would fix that with the General; so we took a drink apiece, and filled the bottle up with the same quantity of water, to see whether he would detect the "inflation." After being gone about an hour, he appeared in the distance with his coat on his arm, and wiping the perspiration from his brow. Meantime we had come to a spring, and the first thing he said was, "Where is that whisky?" I poured out some, and, as I had a dipper in my hand, asked him how much water he would have. Said he, "I don't like much water." He took the drink, and an indescribable expression came over his face, such as only he can exhibit. He started and took a

bee line to the hotel. After a while, I found him there, lying upon a lounge, and asked him, "What is the matter, General?" "I don't know," he said. "When I get so I don't know the taste of whisky, I know I am sick."

General Diven.—I don't desire to interrupt the orator, but I cannot forego the opportunity of replying to the remarks the gentleman last uttered. I do not think they reflect at all upon my moral character; but I do think the incident he has mentioned reflects upon my intelligence, and I have to say that I have always felt ashamed of myself for having reposed confidence enough in the President of the Delaware and Hudson Canal Company to have left him in the custody of a bottle of whisky (*great laughter*).

Mr. Weed.—The next toast will be to that much maligned State,

The State of Pennsylvania.

The gentleman I shall call upon to respond to that toast does not belong to the Army, though he may belong to the Church Militant—the Rev. Dr. Cattell, President of Lafayette College, Pennsylvania.

Mr. Cattell.—Mr. President, I can cordially sympathize with what General Diven has said about these after-dinner speeches, and it is with great reluctance that I rise for this service. It is always a curious affair anyhow. It

makes me think of what General SHERMAN said once. He said that a company of prisoners, who came to him to surrender, told him—"General, we all know where you went in at, but there ain't any of us knows where you are going to come out." The sentiment you offer, sir, is all well enough for the commencement of my speech, but I don't know as I shall come out at Pennsylvania.

The gentleman says the Pennsylvania people have got some bowels. I was at lunch with the General, coming up to-day, and I concluded the same thing about him. He reminds me of a man who was once traveling down the turnpike near Lancaster, Pennsylvania. He came to a hotel and asked for dinner. The landlord gave him a fine dinner. He completely cleared the table, and then asked the landlord if he couldn't give him some more. The landlord brought in a new supply, and he polished the plates again. Then he asked the landlord if he hadn't anything left—any cold meat or something of that sort. The landlord replenished his plate, and he polished it a third time. Then he told the landlord that he wouldn't eat any more, "because," said he, "I am not well. I don't know what is the matter with me, and I am going down to Philadelphia to ask a physician what ails me." The landlord said, "I know what is the matter with you. You needn't go to Philadelphia to find that out. The bottom of your stomach has fell out."

But I ought to say something about the State of Pennsylvania. I was in Philadelphia recently, and I heard it rumored there, that there is going to be a Centennial. It is not generally understood that there is to be a celebration

there next year, and I mention it here publicly. I heard down there that those self-sacrificing folks, the President and Directors of the Delaware and Hudson Canal Company, were building a railroad up here, on purpose to bring the Canada folks down to the Centennial celebration next year. I was glad to hear of it, and I thought they "builded better than they knew," as the poet says. They little thought how they were opening up this part of the State of New York to the educational facilities of Pennsylvania. The General was telling last night about a man who came to Easton recently, attracted somewhat by the fame of our college. He said he came into the town and inquired where the college was. They told him to go down a certain street and look up and he would see the college. He did so, the General said, and saw the immense ascension, which was so high and so formidable that it frightened him. There was a great flight of steps. It was no particular royal road up that immense flight, and the overhanging battlements of the college building so hopelessly discouraged the man that he turned round, went away, and never got any education.

As to my friend Mr. Dickson, whom I have long known, appreciated and loved, I feel as if I could talk all day with him for my theme, and I should speak out of the fullness of my heart. Those who know him best esteem him the most.

I do not know any reason why I should be called upon to speak for Pennsylvania, except perhaps the reason that a short man could not be long in talking, but then the Keystone State having its position in the middle, neither far to the north nor far to the south, could perhaps best be

defended only by a man whose hair parted naturally in the middle.

Mr. Weed.—After this clash of giants from the two great States, I give as the next toast,

The State of Vermont.

I call upon the Hon. B. B. Smalley, of Burlington, to reply.

Mr. Smalley replied as follows:

Mr. Chairman: From my earliest childhood I learned that whenever New York and Pennsylvania get into a dispute, they call upon Vermont to settle the difference. Sir, I feel unequal to decide in this contest, and call upon Colonel Cannon, whom New York claims as a citizen, but whom we shall claim as a Vermonter.

Remarks of Col. L. G. B. Cannon:

Mr. President: I am not a little surprised, although I say it with reluctance, that an honored son of Vermont, with singular modesty, pleads poverty in speaking for his State, and calls upon me to respond for her.

It has been my privilege for fifteen years or more to spend nearly half my time in that gallant little Commonwealth, and I yield to no one of her sons in a high appreciation of the excellence of her government, the thrift of her people, and their intense loyalty in sustaining the integrity of the nation.

Gentlemen, this is no Vermont funeral. She is fortunate in being supplied with railways, by foreign capital, so abundantly that she has more than she can profitably sustain, and she is now here to congratulate you of the West shore, on obtaining an avenue to market, built also on foreign capital. You have had little to show on this side except gneiss rocks and spruce shingles, but the completion of this great work will open up your rich and inexhaustible beds of ore, and bring to you the coal to smelt them. Vermonters, next to you, are most benefited by this road, for it gives us our best market for the produce of our farms.

Vermont's wealth is her agriculture, and by the census of 1870, she exhibited more value per acre, of the products of the soil, than any State in the Union, although her high latitude limits her to a narrow range of production.

We have heard from our friends, representing New York and Pennsylvania, their claims to empire and to riches, and their contending as to which is to be the greater supporter of this new highway, but if the gentlemen will review history for a moment, they will find that to Vermont are they indebted for the possession of this avenue. Ethen Allen and Col. Warren, with their Green Mountain boys, conquered this side of the lake from England, and presented it to the Confederation with a title which has never been disputed—"The Great Jehovah and the Continental Congress." There was never but one such deed, and Vermont modestly reminds you to-day of this bit of history, and congratulates you on the territory she won being put to so excellent a use.

But, Mr. President, it would have been more my part to

have spoken about this railway. It is now constructed, and by a corporation with which I have been many years identified. This railway is perhaps in advance of the requirements of the country it opens up, certainly long in advance of the ability of the region to sustain it. This meeting is paying a tribute of thanks and honor to the great corporation which has constructed it; but, gentlemen, the early completion of this work, is due more to the President of this meeting, one of your own citizens, than to any other man; and although the Delaware and Hudson Company furnished the means, the gentleman who presides here to-night, Mr. Smith M. Weed, by his energy, his pertinacity, and I might almost say by his impudence, has accomplished the early completion of this railway—a result which no bonds, no town meetings, and no eloquence had been able to do.

Mr. Weed.—I am sorry the gentleman gives me so bad a character, but I am happy to be able to say this—we have the railroad, and it can't get away from us. I say to the gentleman, his Company is popular here to-day; and from the certificate given to them to-night, I predict that they will be popular one year from to-day. This road was made to develop the mineral resources of this country, and I think I can assure the committee and the gentleman, that the very next toast in the line will call out the

ablest engineering and scientific intellect in the whole land, who will vindicate the wisdom of constructing this road.

I announce as the next toast,

THE INSTITUTE OF MINING ENGINEERS AND THE SCIENTIFIC ELEMENT IN THE DEVELOPMENT OF OUR MINERAL RESOURCES,

And I call upon ALEXANDER L. HOLLEY, President of the American Institute of Mining Engineers, to respond.

Mr. HOLLEY replied as follows:

Mr. CHAIRMAN: It is a great pleasure for an engineer, and especially for a metallurgical engineer, to contemplate an institution like the Delaware & Hudson Canal Company, not only from a professional standpoint, which has its own agreeable features, but on the broad ground of civilization and progress.

The gentlemen who compose the management of this company have in this organization, and in various other organizations in which they are associated, accomplished more than have any other body of capitalists with which I am acquainted to develop the vast region into which they have pushed their splendid enterprises. Nor have their labors been confined to transportation alone, as the name of

this company would indicate. On the contrary, they have stimulated, and to a great extent created a well balanced system of development in every department of industry. With the constant aid of engineering, they have organized the mining of vast coal fields; they have pushed water and rail transportation from the seaboard and from great inland markets to the pit's mouth; they have opened up the finest iron mining region—finest for the purposes of the steel manufacture—that this country possesses; they have built blast furnaces; they have taken part in the erection of iron and steel works; they have established a great line of transportation to bring the coal to the ore and the ore to the coal; they have absorbed, constructed and consolidated a vast railway system, and they have insured the success of the whole system by making it not merely a line of transportation for minerals, nor merely a line for local traffic, nor merely for through business, but with a wise forethought and a comprehensive plan, which I venture to believe is not yet half developed, they have reinforced each department with all the others, and they have reinforced them all by the establishment of great and diversified industries all along the line.

I presume, sir, that no one will stand up more stoutly than I will for the importance of my own profession, and for the usefulness of the Institute of Mining Engineers, to which you have so courteously alluded. But I flatter myself that it is because I see, more clearly than the mere inventor or the mere professional expert seems to see, the real basis and condition of engineering achievement, that I take every occa-

sion to magnify the importance, not of mere money—for that may be diverted by a clever adventurer into Keeley motors and all other abominations—but the importance of commercial talent backed by capital—the importance of that far-reaching and I may say beneficent talent, which characterizes the money power which I see at the head of this table. It is not mere dollars, nor mere inventive faculty, nor mere scientific acquirement which are moving so potently upon the face of nature. It was not alone the coy virgin Capital, nor was it alone the lusty and mercurial youngster Engineering, but it was the marriage of the two, which filled the earth with the ministers of Civilization.

And what a progeny have they brought forth within the period of our own recollection. Mining, changed from the haphazard uncovering of outcropping coal and metalliferous veins, to the geological prediction of their occurrence in the debris of former continents—changed to the economical tunneling of the earth's crust by power drills and dynamite, and the raising and distribution of its treasures by steam. Iron smelting, metamorphosed from the constipated quarter furnace we knew as boys—the poor little charcoal furnace, groaning with cold wind from a leather-packed bellows, and painfully discharging its half dozen tons of metal per day—metamorphosed from this into the seventy-five feet stack of modern times, self-sustained in heat and vital breath by its own waste products, and not capriciously in the hands of its servant the founder, but precisely under the whip of its master the chemist, pouring out its eighty to one hundred tons of Bessemer pig per day. The

locomotive, no longer struggling before its omnibus load of people, and halting for breath on every hillside, but flying, with 200 tons of passenger train, and foraging as it flies, a hundred miles without a halt, and as regularly as the gnomon on the face of a sun-dial, casting its shadow on the passing stations, as it keeps company with the fleeting hours. The marine engine, turning that ponderous crank a million times without stopping, in a single voyage, and driving 6,000 tons of hull through 300 miles of Atlantic head seas between sun and sun. The rolling mill, fashioning with a touch the ponderous and incandescent masses, which no man may handle, into the infinite forms of utility. The Bessemer converter, casting out the devils from iron with its red hot breath. When we see a progeny of this vitality and potency peopling the earth, the promoters of civilization may take heart, and the croakers of evil times may flee away into the night, and all true men may look above the temporary clouds which obscure our horizon, in the good hope that the dark ages shall never more brood over a land which is enlightened by the union of commercial and engineering science.

Mr. Weed.—We come down now to the hard reality of

"Iron and Coal, Twin Giants, upon whose shoulders rests the civilization of the world, and whose strong hands uphold the commerce of nations."

In calling upon one gentleman who is eminently qualified to respond to that toast, I desire to say

that, in the summer of 1834, there resided in the State of Connecticut a widow, with four sons and two daughters, who sought to improve their fortunes by seeking a new home in what was then called "the West." Their route was by the Delaware and Hudson Canal, and their new home was found in Susquehanna county, Pennsylvania, sixteen miles west of the then new town of Carbondale. Time passed, and the family rose in wealth and importance. The youngest son was sent to Amherst, where he graduated with credit, and at about the age of twenty-eight was returned to Congress, where he represented his district for twelve consecutive years, and during the stormy period that preceded and initiated the war, he was Speaker of the House. He is with us to-night. I need hardly mention the name of Hon. GALUSHA A. GROW, of Pennsylvania.

Mr. GROW responded as follows:

Among the earliest recollections of my childhood was a trip on the Delaware and Hudson Canal. It was then the only line of transportation which emigrants could take from New England to Northeastern Pennsylvania. My mother set out with her family to seek a new home in the West,

taking a canal-boat that ran as far as Honesdale. At one point on the trip, the captain tied up for two days. After many days we arrived at Honesdale, which was our first resting place. We could now build miles of railroad in less time than that journey took. At Honesdale we found a neighborhood of new settlers. Mr. James Dickson, from his home in Scotland, had just arrived by the St. Lawrence and the Lakes. He had rented a farm there, and leaving Thomas with his mother on the farm, he went into the machine shops of the Delaware and Hudson Canal Company. After a while I went to drive oxen on the farm, and Thomas went to drive mules for the company. One day he undertook to drive a balky mule, and after a severe struggle made him go the way he wanted him to; and from that day to this, he has made everything from a donkey to a locomotive go the way he wanted it.

There is perhaps no organization in this country, whose rise and progress so well illustrates the enterprise of this country, as does the history of the Delaware and Hudson Canal Company. When their President was playing on the hillsides of Scotland, their coal lands were covered by the primeval forest. No corporation or association of men ever equaled in fairness and justice, in all their dealings with their own employees or the public, the Delaware and Hudson Canal Company, through all its long career. Whenever the company fixed the price which they would pay for an article in market, that became the price for that part of the country. The first railroad built in this country, was three miles, near Boston harbor. The next railroad, and

the first one that ever used a locomotive, was the Delaware and Hudson Canal Company, and now locomotives are used to move the commerce of half the world. The dream of Columbus is realized, and the world goes west for her teas. Peace hath her victories no less than war. I see below me a man who controls the destinies of another great corporation which may be considered the rival of the Delaware and Hudson Canal Company. He also arose from the ranks of the people. From these walks of every-day life—from these pursuits of industry and business—come the men who illustrate the nation, and give it strength in war and glory in peace. What is a railroad good for without men and without the arts of peace? In closing, permit me to offer this sentiment: The school house and the railroad—the two great elements of national power, greatness and glory.

Mr. Weed.—The next toast which I announce is

The last great work of the Delaware and Hudson Canal Company—The New York and Canada Railroad—The heads that planned, and the hands that constructed it.—May its use be for all the People.

I call upon the Hon. Peter S. Palmer of Plattsburgh.

In response, Judge Palmer said:

It is with great pleasure I respond on behalf of the citizens of Clinton county, who have for many years desired to

see this day, and who now rejoice at its coming. If the completion of the Champlain canal was announced by peans and ovations; if the progress of the first boat upon that great avenue of commerce was indicated by the shouts of enthusiastic multitudes, should not we, this evening, rejoice, as the rumbling of the cars and the whistle of the locomotive tell us that the barriers which, during half the year, have blocked the commerce of our county are at last removed, and an avenue opened, along the western borders of the lake, to the commercial center of our country?

For the commencement of this new era in our history, I tender the warmest thanks of our citizens to the managers and stockholders of the Delaware and Hudson Canal Company, who, while thawing the snows of Canada with the anthracite of Pennsylvania, will bestow upon us the greatest gift that could be given to our people. The beneficial influence of this road upon the agricultural and manufacturing interests of northern New York cannot be overestimated.

We thank, sir, the engineers, through whose scientific skill fathomless marshes have been passed, towering rocks have been cut down or tunneled, and streams and deep gorges spanned. Of this work it may well be said, "Every valley has been exalted, every mountain and hill has been made low, the crooked places have been made straight, and the rough places smooth."

We thank the laborers, who, during the scorching heat of summer and the snows and frosts of winter, have toiled patiently with pick and shovel. We thank those, who, braving the dangers of death-dealing nitro-glycerine, have

delved into mountains, and have torn the stubborn rocks from their beds.

We thank the President of the road, Isaac V. Baker, who, for the past three years, has devoted his time and energies to the prosecution and completion of this great work.

And, sir, the people of northern New York will not forget another gentleman, Hon. Smith M. Weed, who rejoices with us upon this occasion, and who, I trust, will live to witness the consummation of another hope, when the waters of our lake shall float large propellers loaded at the granaries of the West.

Sir, we shall ever remember this as a day marked to the honor of those who have projected and completed a work which will be a lasting monument to their enterprise, and a source of wealth to our people. In the name of Clinton county, I repeat the sentiment of the toast: Thanks to the heads that planned and to the hands that built the New York and Canada Railroad.

In concluding, I would call upon the Hon. R. S. Hale to express his views of this sentiment.

Mr. Hale responded as follows:

If anything could add to the gratification I feel on being called upon to take some little part in this demonstration, it is the fact of being called upon by my friend Judge Palmer—one of the last of the heroic band who defended Plattsburgh against the invasion of the British in 1814: and I must express my surprise that not a word has yet been spoken here on the subject of that invasion. This

gathering to-night is the second great invasion we have experienced. In 1814, the town was invaded from the north, and the invasion was successfully repulsed. This time, the invaders, coming from the south, have flanked the town, and the town has surrendered.

The toast which has been offered here is something like a "bill with a double aspect," as we say in the Legislature, and it is to be regarded from two different standpoints—that of the country which is to be benefited by it, and that of the company which has built it. Now I do not partake of the sentiment of Col. CANNON, who seems to croak a little in relation to the pockets of the builders. And I would ask you to go over some considerations with reference to the road, and see whether it is not sure to be a magnificent success, not only to the residents along the line, but to these large-minded, far-seeing capitalists who have furnished the means and built the road. As to the one—the residents along the line, and the benefit of this road to them—there can be no question. The counties of Essex and Clinton, full of everything excellent in material products, and I may modestly say in population also, have been practically shut out from shedding their light upon the rest of the world for almost half the year, during which time Lake Champlain is closed by frost. That barrier is now removed, and the manufacturers in these counties will no longer be compelled to stop or pile up their products for half a year. There can be no question then as to whether this is a benefit (*applause*). How then is it when viewed from the other standpoint—will the road be a paying one to its owners?

I believe it will, and for these reasons: If you take a ruler and lay it down upon a map of this country, drawing a straight line from New York, the commercial emporium of the continent, to Montreal, the great metropolis of the North, and compare that straight line with the line of railway between those points, the final link of which is now just completed, I will guarantee that when the two slight changes are made which are to be consummated early next season, the widest point of divergence of these lines will not exceed six miles. I will venture to say that there is not upon the continent another railway so straight, of this length, nearly 400 miles—with the exception of the great through lines across the broad prairies of the West—certainly not between two points so important as Montreal and New York. Then again, the low grade of this ground is unequaled. The highest elevation at any point upon it between Montreal and New York is only 250 feet above tide water. Can there be any doubt, in view of these facts, that the immense through traffic between these important points is destined to pass over this line, especially when it is considered that the distance is shorter by some 30 miles than the line over which it has formerly passed, and can there be any doubt about the line being a paying one? Again, consider the vast stores of undeveloped mineral wealth contained in Clinton and Essex counties. All that has been done in the work of development of these resources is comparatively but a mere scratch upon the surface. This whole region teems not only with undeveloped, but undiscovered, iron mines. Lateral branches to these treasures have already

been constructed at Crown Point, Port Henry and Ausable, and others will follow, all pouring their wealth over this great through line. I will risk my reputation as a prophet —a reputation which stands unimpeached (*laughter*)—that within twenty years there will be poured out from this region, as a result of this great enterprise, to use the words of Dr. Johnson, speaking of Thrale's Brewery—"a potentiality of wealth beyond the dreams of avarice" (*applause*). Not a word need be said with regard to the travel. Passing, as this line does, in view of some of the finest scenery in this whole country, along the borders of the Adirondacks, it cannot fail to attract the pleasure as well as business travel. Two men, above all others, are entitled to the credit of this great result: first, the President of the Delaware and Hudson Canal Company, Thomas Dickson (*great applause*).

I know something of the opposition Mr. Dickson has had to meet, even from his own associates, in the prosecution of this enterprise, and I do not know but at times he has himself had doubts of its success; but I tell Mr. Dickson, and I tell you all here to-night, that great glory will follow his name. His far-reaching sagacity and knowledge of the capacities of the country through which the road was to run, and of the revenues his road was to receive from them, will make his name to be hereafter preserved and cherished and honored, not only by the people of this country, but by the very stockholders, who will ultimately acknowledge that the financial results are satisfactory.

Another gentleman has from the beginning—has indeed for years and years—toiled to this end. He has had other

purposes than Mr. Dickson no doubt, for he had no interest in the Delaware and Hudson Canal Company; but he was actuated by his interest in the country. For a score of years I must acknowledge no man has struggled for the success of this enterprise as has SMITH M. WEED (*long applause*). In the pursuit of that end he has never faltered, never flinched, never hesitated; pursuing his object with skill, with sagacity —never, thank God, with impudence, for impudence is not predicated nor predicable of such a work. I have been opposed to Mr. Weed in politics, and opposed to him professionally, and sometimes to my grief. I am sorry to say I have been opposed to his policy in regard to this enterprise, but time has vindicated his judgment, and I say here if I could have the credit which honestly belongs to Smith M. Weed for the part he has taken in this work, I would thank God and say—I have enough.

In conclusion, gentlemen, I trust that the time will come when somewhere along the line of this road a grand and worthy monument will be raised, in full view of the multitudes who shall hereafter pass over the road, so near, perchance, that it would be jarred by the gigantic locomotives as they thunder past with their ponderous trains; and upon that monument I hope to see cut in letters so deep that the hand of time will not be able to efface them, the names of THOMAS DICKSON and SMITH M. WEED (*enthusiastic and long continued applause*).

Mr. Weed.—I give you now

The City of New York,

and call upon Samuel Sloan, President of the Delaware, Lackawanna & Western Railroad Company to respond.

Mr. Sloan said:

Mr. President: I never can shrink from any duty, and I may add, from any privilege. I esteem it a very great privilege to speak for the city of New York. It was not my birth place. I was born, like my friend Dickson, in a foreign land. I am an Irishman, but to the public schools of New York, and especially Public School No. 1, the oldest one of the Public School Society, I owe my education. To that school I went nearly fifty years ago. There I had the honor and the privilege of obtaining true citizenship, and it is my privilege to have lived in New York all my life since, except a few years when I lived in Brooklyn. New York is the commercial center and commercial heart of the country. She feels every new attachment, every new movement, every new excursion, every opening of a new railroad like this. She not only invests her means and lends her aid to such enterprises, but she receives in return. She receives simple interest, if she does not receive compound interest, in enlarging her bounds. On any great commercial staple received or exchanged, whether it is iron or coal, whether it comes from Pennsylvania or New Jersey, or whether it is

scholarship from Lafayette College, the money to pay for it goes out from New York. But it comes back to New York with interest. I am most happy to-night at having so large a representation from New York to mingle with you here. I have often been present on occasions like this, but I never before have been so instructed by practical wisdom from practical men, and it is a proud day for us to-night in bringing together such a circle to witness such results. I have long known the value of the traffic through this valley of the Champlain, and it has been a marvel to me from boyhood how it was switched off to the other side of the lake; but, somehow or other, my friend Col. Cannon would take all the freight and passengers down in those fine boats of his or in some other way. But now we have a New York road, and this is a New York enterprise; and although my friend says he enjoys his New York citizenship, it seems to me somehow we have exchanged places. He seems to belong to Vermont, but somehow I belong to Pennsylvania, from whom I obtain so many rights and powers; and notwithstanding all that Gen. Diven has said about Dickson and about Pennsylvania, I am happy to say that I know him like a book, and I know Pennsylvania; and when Dickson says he will bring down the ore of this valley and bring up the coal of Pennsylvania, I am inclined to think he will do it and make it pay.

The city of New York rejoices to-night at the opening of this road, and I am happy to respond for that city. I do it with the greatest pleasure, and thank you, sir, for the opportunity.

Mr. Weed.—The next toast I shall offer you will be

The Avenues of Commerce.

I call upon the Hon. Henry R. Pierson to reply.

Mr. Pierson responded:

I echo the sentiments of the last speaker. I have had a good deal to do with the Delaware and Hudson Canal Company, and I know they will make this road a success if anybody can. I hope the men of Plattsburgh will redeem the promise of Mr. Hale, and do all they can to make the road pay. And yet it is hard work to make a railroad pay—very hard work. Of $600,000,000 invested in railroads in this State, only $11,000,000 of dividends—not quite two per cent.—were paid last year.

It is not often that railway men have such a jolly time as this. This is no ordinary gathering, and I am glad to be here. I feel that my vocation is dignified, and, God helping me, I will work in it with better effort and better satisfaction than ever before.

Mr. Weed.—The next toast is a sentiment to a certain class of persons who have been neglected:

The Tourists and Sportsmen of the Adirondacks—

not the least important class to this new enterprise—and I call upon one who is thoroughly versed, not

only in the doctrines of Christianity, but who knows every nook and corner of the Adirondacks—I refer to the Rev. Dr. JOHN HENRY HOPKINS.

The Rev. Dr. HOPKINS replied:

The calling upon me to respond to the toast of the Adirondacks is doubtless due to the fact that, notwithstanding greater natural obstacles than any other of the Plattsburgh clergy have to contend with, in the way of personal avoirdupois, I have this summer, for the second time in my life, been on the summit of Mt. Tahawus, the king of the Adirondacks, and I was aided in the ascent by no pony whatsoever, except "shank's mare." The magnificent view from that high peak is an abundant reward for the labor of the ascent. The beholder seems to be in the midst of a mighty ocean of giant waves, each of which throws up its crest to the sky, and then remains motionless forever. This ocean of mountain waves extends in every direction, as far as the horizon, in one place no less than *sixteen* different tints of blue being counted, one over the other. The terribly rapid rate at which we live in these days of high civilization, when lightning and steam condense into a day the excitements that in olden time would spread over weeks or months, making a constant and fearful draft on the nervous energy of our natures, *compels* the summer holiday, which is coming to be so well marked a feature in modern life. From the hurry and rush and roar of our great cities, men come to these vast solitudes of nature, and as they float on the stillness of the placid lakes, or rise up towards the top

of the solitary peak, they cannot but feel drawn nearer to nature, and to nature's God. They return to their work, with soul and body both made stronger by a communion with the repose of nature. But the Adirondacks are not merely the temples of unbroken solitude. When standing on the summit of Tahawus there was one thought that rose even more powerfully before the mind, and that was, that these mighty mountains are the depositories of infinite wealth, waiting only for the hand of man to unearth it and embody it in useful forms for the service of the world. You all know what a funnel is. You know that it consists of a big end and a little end, and the business of the big end is to gather together that which is to be put through the little end (*laughter*). From the top of Tahawus that whole mountain region, stretching away to the horizon on either side, seemed like the big end of the funnel. And far off towards the northeast, with a level gush of sunshine lighting up its spires and the bay and Cumberland Head, and with the trains of the New York and Canada Railroad already visible *in imagination*, we saw Plattsburgh, and *that* was the little end. All the development of the timber and the mines of the Adirondacks must pour wealth into Plattsburgh. You have doubtless heard of the saying of the profound philosopher, who observed, that wherever there was a large city, there nature had kindly sent a large river for its convenience (*laughter*). Well, looking northward from Tahawus, there was a general trending of the mountains and streams towards the northeast—that is to say, towards Plattsburgh (*laughter*). The first, and smallest of

the chief streams, was the Boquet—a beautiful little river —which ran towards the northeast, and did its best to reach Plattsburgh (*laughter*), but not having sufficient volume of water to accomplish that noble desire, fell short, and was compelled to empty into Lake Champlain near Willsboro', a small place, proportioned to its size (*laughter*). Next was the Ausable, a larger stream than the Boquet, also flowing to the northeast, and also evidently anxious to reach Plattsburgh (*laughter*); but still the volume of water—though larger than the Boquet, and therefore coming nearer the mark—was not quite sufficient, and so the Ausable was forced to empty near Keeseville, a somewhat larger place than Willsboro', and proportioned to *its* size (*laughter*). But at last we came to the Saranac, which, being the largest river of them all, flowed northeast, and emptied at Plattsburgh exactly (*laughter*). And the degree to which the funnel has already begun to do its work in gathering the wealth of the Adirondacks into the bosom of Plattsburgh, might be estimated from the fact, that last week, in *advance* of the completion of this road, between Friday afternoon at five o'clock and Saturday afternoon at four o'clock—less than twenty-four hours—no less than *six hundred and fifty tons* of freight were shipped at Plattsburgh dock; and I can assure my friend from Burlington (Col. Cannon) that there was not a single "gneiss rock" or "hemlock shingle" in the whole pile! (*Great laughter and applause.*)

Mr. WEED.—The next toast I have to offer is,

"THE BRANCHES AND LATERALS OF THE DELAWARE AND HUDSON CANAL COMPANY."

I call upon the Hon. W. W. CAMPBELL, of Cherry Valley, to reply.

Judge CAMPBELL made a brief response, describing how his little road from Cherry Valley had been swallowed up by the Delaware and Hudson Canal Company, to the great advantage of the little road; and warned the people of Plattsburgh if they had any small, weak roads lying around loose, the Company would gobble them up in a similar way.

Mr. WEED.—The last toast that I gave closed the list of regular toasts. I would now be glad if any gentleman will offer a volunteer sentiment.

Mr. DICKSON.—I have a sentiment to offer, but before doing so, I wish to say that at the time this enterprise was first submitted to this Company, and brought before its Board of Managers, it was represented to us that the towns and cities along the line of the proposed road were exceedingly anxious for its construction, and would take stock and aid in building it; and it was only by the great persistency of our friend WEED here that we were induced, from time to time, to take up the proposition and discuss it. Finally, it

was agreed on the part of the towns and cities, that they would subscribe for certain specified amounts of stock, issuing therefor their bonds after the road should be placed under contract. The contract was made for the construction of the road, and the leases of the land therefor were made; but I am sorry to say that, for some reason or other, some of the towns repudiated their agreements. With the town of Plattsburgh it has been entirely different. Since the commencement of the construction of this road, there has been no time when they have failed or faltered; and since I have been on this excursion, I have a telegram from our treasurer in New York, saying that he has received their bonds to the amount of $100,000, in full payment of their subscription (*cheers*). In view of facts like these, I think it highly appropriate to offer as a sentiment,

"The Town and Village of Plattsburgh."

Mr. W. W. Hartwell, President of the village, was called upon, and responded in the following language:

Mr. President and Gentlemen of the Delaware and Hudson Canal Company:

I came here with the intention of inflicting upon you a short speech, but I confess after hearing so many better speeches than I can make, that my ambition in that direction has entirely oozed out. I have not language to express the pleasure this meeting and its occasion affords me. I will simply tender to the Delaware and Hudson Canal Company,

the New York and Canada Railroad Company, and their distinguished invited guests present, the cordial and hearty welcome of our entire community, believing that every man, woman, and child in it unite in this tender. I regard this as Plattsburgh's happiest day since her organization as a town. This gathering might with propriety be called the centennial of the first settlement of Plattsburgh, which occurred just about one hundred years ago. The Delaware and Hudson Canal Company and the New York and Canada Railroad Company promised us a railroad, a through line from Whitehall to Montreal. In return we agreed to give them $100,000 of our town bonds. They have fully and *honestly* fulfilled on their part, and we, the citizens of the town of Plattsburgh, are ready to fulfill on our part. No repudiation here. You have done and performed all you promised us, and you have our best wishes for the success of your investment. We hope the millions you have invested in this great thoroughfare between New York and Canada may prove a profitable investment, paying you your usual and regular thirteen and a half per cent. per annum, and we will not feel badly about it if it should pay double that.

Mr. Weed offered a toast

"To the Clergy of Northern New York."

To this sentiment Rev. Dr. Bulkley, of the Presbyterian Church, Plattsburgh, was called upon to respond, and did as follows:

It is, perhaps, not unfit that I should share in the congratulations of this occasion, for during my pastorate of eleven years in this place, in my sympathy with its citizens and regard for its interests, I have most seriously felt the disadvantages of our isolated situation. The tedious circuit which, through many months of each year, we had to make to get upon the great lines of travel, and in connection with the centers of business and society, was an inconvenience which injured not only our material development, but our religious progress likewise. Now that we are upon a principal avenue of communication and traffic, the hope long deferred is fulfilled, and in the prospect of the improvement of all our circumstances, moral as well as secular, I cannot but be devoutly grateful. It is but three-quarters of a century since the church of which I am pastor—the mother church of northeastern New York—was organized, and put up the house of worship, which was the first erected in all this region, and stood as an ancient landmark till the fire of 1867 destroyed it. Yet in that time, with all the obstacles to growth, many and influential churches of various names have risen around us. But in the new era of advancement that opens upon us with this celebration, we look for Christian development that will be much more rapid and decided. Already plans have been formed and operations begun for church extension, which the building of this road will facilitate. The increase of our material prosperity is a near and cheering prospect, but the animating vision of the advancing kingdom of our Lord and Master is also before us. I have thought that the language of the prophet Nahum might be a

description of a modern railway train: "The chariots shall be with flaming torches, in the day of his preparation, and the fir trees shall be terribly shaken The chariots shall rage in the streets, they shall justle one against another in the broad ways, they shall seem like torches, they shall run like the lightnings." In the belief that Christ will subsidize to his own glory all the inventions and arts, all the achievements of men, all that gives material aggrandizement, I lay stress on the words that all this is to be "in the day of his preparation." Thus in such an event as that we are now celebrating, I find more occasion for thankfulness than that we are on the high road to commercial and social prosperity. It will be made to contribute to the praise of Him whom we serve, and to the victories of that cross which is our hope.

Hon. J. V. L. Pruyn.—We are about to-morrow to cross the frontier and go within the jurisdiction of a foreign government. I think we ought on this occasion, before we separate, to recollect our country. I therefore give you

"The President of the United States, and the Governor of the State of New York."

General Diven.—Not one and inseparable, I hope.

Mr. Pruyn.—I do not know what share General Diven took in the disunion movements years ago, but, for one, I go for the Union.

Mr. Weed.—I suggest, if the toast is "one and inseparable," the reply to it should be made by the gentleman who offered it.

Mr. PRUYN.—I think, after what I have said, that duty should fall upon the President of the evening.

Mr. WEED.—Gentlemen: It gives me great pleasure to reply to this sentiment.

As suggested by some one along the table, "they are not one and inseparable" now, but no one can say they may not become so.

Both were invited guests here this evening, and I regret exceedingly they are not both present with us. To the office of President of the United States of America, we accord the respect due from every American citizen, and to General GRANT, as such Executive, we extend our best wishes for his health, happiness and prosperity in the future.

To that part of the toast referring to the Executive of our own State, I can speak more definitely, for I have the pleasure of his personal acquaintance; and I am most happy to say, and I think I can speak for all at this board, that we extend to him, in his great struggle, our hearty support, and that aside and above all party questions, we follow him in the abiding confidence that he will lead us as we should be led.

In conclusion, I offer another toast. It seems to me that while we have toasted the roads of the Delaware and Hudson Canal Company, we have forgotten the benefits which we reap from the canals, and I propose to toast

of that company. I call upon Judge WALLER, of Honesdale, to respond.

Judge WALLER.—Like my friend Judge CAMPBELL, I am not in a condition to speak, but I indorse the address of President DICKSON, in regard to the fortunes of the Delaware and Hudson Canal Company's management in all its relations, and I rejoice in the completion of this great work which we celebrate to-night.

Judge WALLER concluded by calling on COE F. YOUNG, of Honesdale, General Manager of the Delaware and Hudson Canal Company.

He spoke briefly, and to the point. He said that if there had been sufficient water, the Company would have made efforts to enlarge the Champlain canal, instead of building a railroad. It was estimated that the water would not be sufficient, so the road was built.

Hon. R. S. HALE.—Our guest, Professor CATTELL, of Lafayette College, has told us of his educational establishment; and knowing something of the high reputation of that college, I trust he will not think I'm infringing upon his right of way, by calling upon a gentleman from Schenectady, a town where there is another college of some reputation situated in that little ⅂ forking up from the Central Railroad.

Mr. WEED.—The New York Central is a branch of that road (*laughter*).

Mr. Hale.—I knew the Central was in some way connected with it. I offer you

Old Schenectady—her College and her City Government,

and I would like to hear from her mayor, the Hon. P. B. Yates, who is with us to-night.

Mr. Yates.—If I make a speech to-night, it will be the first one I ever made. I think I can point you to a number of distinguished graduates from Union College present here to-night. There is Mr. Pruyn for one, and there are others. Union College, I believe, has done her share in the way of providing educated and distinguished men to advance the country; but in reference to railroading, while sitting among a few friends here, I took issue with some of the remarks which have been made. I have called the attention of Mr. Pruyn to the first engine that ever run upon a railroad. I am not a very old gentleman. I have always lived in Schenectady, and hope never to live anywhere else; I have the honor of living in a finished town, and so I have nothing to add upon that subject; but if the history Mr. Pruyn gives is to be relied upon—if he gives the facts correctly—I would wager a small amount that the engines "John Bull" and "Brother Jonathan" were the first to run upon any railroad in this country.

They ran from the head of the inclined plane at Schenectady, to the head of the inclined plane at Albany, in "1831." I think the Mohawk and Hudson Railroad was the first road built after the Boston and Quincy, but I am not here to

vindicate that position. Not knowing all you, gentlemen, I may run some risk in claiming that I am the oldest practical railroad man in the room. I commenced at the age of nineteen, in 1843, as a brakeman, when it took us ten hours to go ninety miles, from Albany to Utica. Since then I continued as a practical railroad man up to 1866, but I never got to be president of a railroad, always acting as a subordinate. On getting into these palace cars, and looking at the mighty work that has been carried through on this side of the lake, I could not help referring to the early days of railroading, when the first rails laid down were merely strap iron, and I thought of Erastus Corning, when he consummated the building of a railroad, and introduced the two-inch iron rail with steel heads, laid down on longitudinal sleepers and sunk in the ground. I thought of the time when I was a conductor, and used to say to the passengers, "Don't sit over the wheels—you may be run through by a snake-head." By the way, Genl. Mumford was killed in that way. Now, when I come up here and see all these great internal improvements, I am ready to say, "We are a great people." The United States of America are a people of wonderful power. Gentlemen, railroading, with all its improvements, is yet only in its infancy. When I hear you talk about this country not supporting a railroad, I say it is all nonsense.

When they talked about building a railroad on the south side of the Mohawk, it was said that it wouldn't pay. All you have to do is to manage it efficiently, and the country will support it.

Gentlemen, this is the first speech I ever made in my life, and you will excuse me.

Mr. Dickson.—Ordinarily I would not say a word on this matter of priority, but we are making history here to-night, and it is due to truth that we should have it correct. In July, 1829, there were two engines landed in this country for the Delaware and Hudson Canal Company. One of them was the "Stourbridge Lion," which was placed on the road at Honesdale, on the 8th day of August, and made its first trip, with Horatio Allen for its engineer; and if the gentleman will consult any of the modern Encyclopedias, he will find that the Delaware and Hudson Canal Company receives the credit of having placed the first steam engine on any railroad on this continent.

Mr. Hale.—Were these engines akin to the engine of the present day? Were they low pressure locomotive engines?

Mr. Dickson.—No, sir; they were walking-beam engines.

Mr. Hale.—Well, the first engine that partook of anything like the character of the locomotive of to-day was named the "Rocket," and ran upon the Liverpool & Manchester Railroad. That road was opened some time in 1830; and that engine was the father of the whole race of locomotives. It is simply a question of terminology. The Delaware and Hudson Canal Company did have some kind of an engine, but, as Mr. Dickson said, it was a walking-beam engine.

Mr. Dickson.—So was the "Rocket."

Mr. Hale.—No, sir; I beg pardon, it was not so.

Mr. Pruyn.—The gentlemen are both right and both

wrong, and that is a good place to leave it. I wish now to say, Mr. Chairman, if you are not prepared with any other toast, I beg to suggest, since a number of gentlemen are still at the table, that, inasmuch as we had grace said at the beginning of this feast, we should not separate till we sing the Christian Doxology.

Mr. Weed.—I wish to offer one more toast:

Our Guests, One and All,

and our friend Mr. Wyman will have something to say on behalf of our visitors.

Mr. Wyman.—I am reminded by the gentleman who sits near me that we have approached the doxology, and that is a pretty good sign that we are near the end of sermons and speeches. It seems to me, if ever there was an occasion for rejoicing, an occasion for communing and establishing the Christian faith, an occasion like this is one to make us hopeful for the future, and assure us that sooner or later it is all going to turn out well. Why, sir, if my life were to commence again, and go on as it has for the last two days, what could I do wrong, or what would go wrong in the universe? I have got money enough to carry me through the whole of my life, if the bills are not oftener presented than they have been on this trip. Sir, I have long been waiting for the time when the lion and the lamb should lie down together, and not have the lamb inside the lion. Now, I am not a combative man. I had rather talk any time than fight. Here we are in the midst of a com-

pany of great railroad men. If anybody can bring on a great machine that will crush us, you can. Yet here all is peace, kindness and good feeling.

I want you to give these excursions a great deal oftener (*laughter*). Why, sir, if we can carry out the good feeling, and keep the high state of temperature that is here now, we can melt every flake of snow in the Dominion, and capture Canada to-morrow. Go up there with a basket of champagne apiece, spread a banquet like this, and you have got that whole people.

But I did not get up to make a speech. I have been reminded by the speeches made to-night, by this general good feeling which exists in this hour of friendship and fidelity, I have been led to look back a few years to the time when this country was in an entirely different condition from what it is to-night; when, throughout the length and breadth of the land, human hearts grew weak, and Christian faith was hardly strong enough to sustain the good feeling by which the national health could be established, maintained and perpetuated. We are far beyond that time now, and we feel that as each new railroad is opened, and more immediate connections are established with the different portions of the country, we are making of this Union a homogeneous people, and that we are united in our strength and power, and are yet to be what the fathers who founded the Republic believed and intended we should be—a light by which the struggling and anxious citizens of all the tyrannies of Europe might be led up to the glorious position we occupy.

General Diven.—Mr. Chairman: Patriotism should ever be indulged. I notice across the way a gentleman who sings "The Sword of Bunker Hill." I call on Capt. Hewlett to give us that song.

Capt. Hewlett.—I do not know that I can sing to this large assembly, but I will try, if Mr. Dickson and the rest of you gentlemen will join in the chorus. After this song, Dr. Hopkins sang the Doxology, and the assembly dispersed.

AT ST. JOHNS, CANADA.

On the arrival of the Excursion at this ancient city—over two centuries old—the whole population of the region seemed to have turned out to welcome the first train from New York. The Stars and Stripes or the Cross of St. George is floating from almost every building; the band plays Yankee Doodle, and Hail, Columbia; the Mayor of the city reads short addresses of welcome from the Board of Trade and from himself, in behalf of the city authorities. President Dickson replies, and the train moves on amid the cheers of the multitude and the booming of cannon.

ADDRESSES AT ST. JOHNS.

To the President and Directors of the New York and Canada R. R.:

Gentlemen,—It affords me very great pleasure, as the Mayor of St. Johns, to express to you, on behalf of the corporation and citizens of the town, our hearty congratulations on the near completion of the important line of railway which you represent.

We could not fail to admire the skill and energy displayed in overcoming the natural difficulties met with on your route, and we trust that all parties concerned will be rewarded by the complete success of the enterprise.

We regard your road as of special importance to this town and the adjacent country, as affording us an additional means of access to the source from which the chief supply of fuel for our domestic use and manufacturing purposes must come.

And now, wishing you every pleasure while you remain in this Canada of ours,

I have the honor to be, gentlemen,

Your most obed't servant,

St. Johns, Nov. 17th, 1875. John Rossiter.

To the President and Directors of the New York and Canada R. R. Co.:

Gentlemen,—As President of the St. Johns Board of Trade, it becomes my pleasing duty to avail myself of the occasion of your passing through our town, to offer to you, on behalf of the members of the Board, our hearty congratulations on the completion of the great enterprise with which you are identified.

The skill and energy with which the very formidable difficulties met with on the route of your road have been met and overcome reflect great credit on all concerned in the undertaking; and I hope and believe that your enterprise and public spirit, in pushing forward this important work, will meet with its reward in the complete success of the road.

It is believed that St. Johns will contribute its share to secure this success. It is but a small town, yet it is the center of a considerable trade, both by railway and by water. The water-borne tonnage entering to and clearing from our river to Lake Champlain has already reached to over seven hundred thousand tons annually.

Not to detain you, by referring to the large amount of produce forwarded from this place by rail, I would refer to a fact which you may have already noticed, that this part of the province is almost entirely denuded of the original forest, and that this town and the surrounding country is now partially, and will in a very few years be entirely, dependent on coal for a supply of fuel. The consumption of coal has increased, in five years, from one thousand tons to ten thousand tons annually, and must have a rapid increase in the future, as this is the central point from which a wide extent of country must be supplied.

On behalf of the Board of Trade of St. Johns, I wish you a very pleasant time during the remainder of your interesting trip, and am, gentlemen,

Your very obed't servant,

JAS. MACPHERSON,
Pres. St. Johns B. of Trade.

ST. JOHNS, P. Q., 17 Nov. 1875.

AT MONTREAL.

RECEPTION OF NEW YORK AND CANADA RAILWAY DELEGATION.—COLLATION GIVEN IN THEIR HONOR IN THE CORN EXCHANGE, THE MAYOR PRESIDING.—COVERS FOR OVER THREE HUNDRED GUESTS.—THE TOASTS AND ADDRESSES.

At one o'clock, P. M., Wednesday the City of Montreal was subjected to the peaceful invasion of about three hundred Americans, their visit having relation to the opening of the New York and Canada Railway.

THE COLLATION.

At three o'clock, P. M., the guests were seated at four tables, one laid crosswise and three lengthwise. His Worship the Mayor, Dr. Hingston, presided, having on his right Mr. Thomas Dickson, President of the Delaware and Hudson Canal Company; Hon. Samuel Sloan, President of the Delaware, Lackawanna and Western Railway Company; Hon. Galusha A. Grow, formerly Speaker of the House of Representatives; Dr. Cattell, President of Lafayette College; Ald. David, Chairman of the Road Committee,

&c., &c.; and on his left, Consul-General Dart, Ald. Nelson, Chairman of the Finance Committee; Hon. John Young, Chairman of the Harbor Commissioners, &c., &c. There were also present Aldermen Foster, Stephens, McLaren, Wilson, Rivard, Robert, Clendinneng, &c.; Mr. William Darling, President of the Board of Trade; Mr. Charles Gould, President of the Corn Exchange Association; officers of both these bodies, and Mr. Leprohon, the Spanish Consul.

The repast being finished, a wonderful gong of deep resonance, employed at intervals during the remainder of the proceedings with telling effect, sounded solemnly, and His Worship the Mayor, rising, tendered the city's guests a most hearty welcome (*loud applause*); and continued: Gentlemen, the first toast on the list, wherever the British Flag floats over us, is that of

"The Queen,"

I think; and I hope the reporters, if there are any here, from the other side of the line, will take note of what I state—that yesterday we gave the whole world an example of what loyal men can do and ought to do (*loud applause*); and, perhaps, that duty

was less difficult than is imagined—less difficult, because, living, as we do, under a Constitutional Government, the Head of that Constitution is one of the most beloved sovereigns that ever graced any throne (*applause*). I therefore ask you, gentlemen, to drink to the health of our Queen (*applause*).

The toast was received with all honors, and Ald. David, who was in excellent voice, having sung a portion of the National Anthem, three hearty cheers with a tiger were given.

The Mayor.—The next toast, gentlemen, is:

The President of the United States.

(*Applause.*) On ordinary occasions we drink the toast of the Governor-General very near that of the Queen, but we are not at all jealous that the President of the United States should come immediately after. Your institutions, gentlemen, are different from ours; you are proud of them—you speak in that style any way, and we are equally proud of ours. I spoke a moment ago of our Queen, and I may say almost as much for him who graces the Presidential chair of the United States (*applause*). The President, gentlemen, of the United States.

Consul-General Dart, who was received, on rising to respond, with applause, stated he was sorry to hear the Mayor, who was a sincere man, say that there was a con-

siderable difference between the Governments of Canada and of the United States, when both were subject to the popular will. He was proud, as a representative of the United States, to see them there (*hear, hear, and applause*); and he knew that Canadians could not be otherwise than gratified in having a new thoroughfare opened between the very great city of New York and the growing commercial city of Montreal (*applause*). It had been at a very early period declared that it was not well for man to live alone, and our worthy Mayor had recently adopted that idea (*laughter and applause*); no more could men live disassociated, and while on these thoroughfares of commerce the Americans brought in coal to warm us indoors, we could send them furs to warm them outdoors (*applause and laughter*). Almost every road opened in Canada points necessarily to the United States, and he was happy to see that Americans were opening roads communicating with this country, where they would meet with the same people as at home (*hear, hear*); they meet the same religions which they find at home; and when they get beneath the crust of society, the same exquisite feelings of joy and sorrow in the one country as in the other (*applause*).

The Mayor.—The third toast, gentlemen, is—

"Our Guests, and their Neighbors."

We are honored to-day with the presence of 270 or 280 distinguished citizens of the United States (*hear, hear, and cheers*)—representative men from New York, Pennsylvania, and New Jersey, as well as from the New England States.

Their financial condition may be best illustrated by this fact, that they have, with a certain amount of aid, completed 700 miles of railroad, and 108 miles of canal; and they are prepared to send from the coal fields of Pennsylvania 3,000,000 tons of coal per annum (*applause*). They represent a large amount of capital stock, a portion of which is held in England, but most of it in the United States. Their financial standing may be best illustrated by a remark made by a gentleman not very far from my left. When looking over the room and recognizing a number of faces, he whispered to me, "I think these gentlemen could make a very good promissory note" (*hear, hear*). So, gentlemen, to "our guests and their neighbors," and I can only say that I am sorry we had not greater time to give to our guests the reception we should wish to give them—"Our guests and their neighbors."

Mr. Dickson, on behalf of the company he represented, and of the gentlemen who accompanied them as their guests, thanked them for the very cordial and generous reception which they had met with in this their visit to this beautiful city. The enterprise which they had assembled to celebrate was one which connected Montreal, the queen city of the Dominion, and New York, the empire city of the United States (*hear, hear, and applause*). He trusted that this enterprise would cement them together, in bonds of unity and peace—a peace which should always continue between Great Britain, the Dominion of Canada, and the United States (*hear, hear, and applause*); and this, he was sure, was the wish of every American (*hear, hear, and applause*). A

gentleman was seated on his right who was much more capable of responding to this toast than himself, and as this was an international enterprise, it was befitting that he (the speaker) should call upon him to respond. The gentleman to whom he had alluded had served his fellow-citizens for a long number of years in the Congress of the United States, and for two sessions had been its Speaker. He is intimate with the relations which existed between the Delaware and Hudson Canal Company and this enterprise, as he was brought up where the Canal Company had its largest operations. He called, therefore, upon their distinguished fellow-citizen, GALUSHA A. GROW, of Pennsylvania (*applause*).

Mr. GROW responded as follows :

I represent here the great corporation which has extended its arms out from its mines in Pennsylvania as far as this Dominion of Canada. As a corporation, it is not as old as many of the gentlemen whom I see before me. I see one gentleman before me who was present when the first shovelful of earth was thrown from the first excavation in the mines of the Delaware and Hudson Canal Company ; and he to-day manages one of the great coal enterprises of Pennsylvania, which carries almost 1,500,000 tons of coal annually. I see others who were witnesses of the birth of this great enterprise, the Delaware and Hudson Canal Company, which to-day covers such a vast area of country, bringing to the firesides of citizens warmth and comfort. In 1825, when it began operations, only 365 tons of coal were

mined in a year; but to-day the production exceeds three millions of tons annually, spreading over the eastern portion of the States, and ramifying its distribution all over the continent (*hear, hear*). At the former period, the population of the United States scarcely exceeded fifteen millions, while it now numbers forty millions, spanning the continent with great empires of States. Then the colonists, few in numbers, were hemmed in by the ocean in front and the wilderness and savages in rear; to-day, this country is the home of the arts, sciences, and civilization, in which is spoken the language of our mother tongue—the common language of the continent—the common language of the little Island, anchored in the midst of the ocean, which for centuries had shaped and molded the destinies of the world (*applause*). Canadians and their fathers had clung to the old paternal mansion, which Americans had left, but both were moving side by side, animated by the same spirit of progress, carrying on the same arts, and speaking the same language, possessing moreover the same great elements for carrying these peoples to higher and better destinies (*applause*). This corporation illustrates, perhaps better than any other institution on this broad continent, the development of the material resources of the country, and of all that adds to the comfort of the people. Beginning first with ox-teams, they hauled the coal from their mines to the canal, transporting it for sixteen miles over the mountains—thus transporting 7,000 tons of coal alone during the first year—and one of the most enthusiastic of its pioneers, who predicted that the time would come when the canal would

carry 300,000 tons of coal to market in a year, was derided by his associates; but to-day it carried three millions of tons (*hear, hear*). While this enterprise, from such a small beginning, had developed into such mammoth proportions, the great material interests of the country had been developed, in connection with all branches of industry. While the mighty material development of the country had been thus accomplished, changes mightier still have been wrought in its institutions, and in the habits and thoughts of its people. Slavery, which from the first had permeated the atmosphere of society of more than one-half of the Republic, had been abolished, and amid the expiring flames of the civil war, the martyred President had sealed with his blood the emancipation of the negro race. The land of Washington had ever been the home of the emigrant, and the asylum of the exile from every clime, and of all races of men (*applause*). They had the sympathy and co-operation of surrounding nations, and they awaited the new and brighter dawn of the day of better and nobler destinies. The company assembled represented the great industrial interests of this country, they met to represent a new and higher and better spirit, and they came together to celebrate the union of Canada and the Republic commercially by another line of railway (*applause*).

In closing, he said: Forty years ago a family of emigrants, who had bid farewell to home and kindred in the Lowlands of Scotland, landed on the busy wharves of your city. The mother leads a bare-foot boy along its streets, little dreaming of the destiny in store for him.

Blessings on thee, little man,
Bare-foot boy, with cheek of tan;
With thy turned-up pantaloons,
And thy merry whistl'd tunes;
Outside sunshine, inside joy;
Blessings on thee, bare-foot boy.

The father is intent only on finding some place where he may earn his daily bread by his daily toil. After a fruitless search, he passes out of the city and across the great Empire State, and makes his first home in the New World amid the hills of Northern Pennsylvania, and finds employment in the machine shops of the Delaware and Hudson Canal Company, and the boy works in their mines. To-day we bring back the bare-foot boy, in the person of Thomas Dickson, and present him as one of the noblest specimens of a man, and as the best and most conclusive argument in behalf of the spirit and genius of the institutions of the Great Republic, under whose benign influences his history is but the record of so many others who, from penury and pinching want in childhood, have, unaided and alone, by their own inherent force of character, climbed the ladder that leans against the sky. But few, if any, however, have achieved a success more creditable to the man than that of the Scotch boy, who to-day, with so much ability, administers the affairs of one of the oldest and most worthy enterprises in the development of American industries. If he is a benefactor who makes two spears of grass grow where but one grew before, what shall be said of him who, aided by large-minded capitalists, opens great arteries of trade, making the desert and waste places bloom and blossom like the rose, linking together discordant and widely-separated peoples, and

uniting in the bonds of interest and sympathy jarring nationalities? Despite rock and frost, this President and his Company have broken through the barrier of ice and snow that for almost half of the year has heretofore separated us, and henceforth their locomotives will daily lay at your feet their treasures of black diamonds, gladdening the hearts and warming the firesides of your people of every grade and condition. In conclusion, permit me to express the sentiments of my heart:

"CANADA AND THE UNITED STATES, ONE IN ORIGIN, AND ONE IN LANGUAGE; MAY THE FRIENDSHIPS AND GOOD WILL OF THEIR PEOPLE BE AS STRONG AND LASTING AS THE IRON AND STEEL BONDS THAT NOW BIND TOGETHER THEIR TRADE AND COMMERCE."

(*Cheers.*)

Mr. J. C. WYMAN was here loudly called upon for some remarks upon this sentiment. He said:

This is somewhat unexpected, and, I must confess, I am rather unprepared. I hoped to get more speeches out of these cousins of ours, who ought to precede me, and furnish a text for something to say; but to make a speech out of whole cloth is no easy matter. I find myself in the condition of a man I once heard of, who was very tight and out riding in an old-fashioned stage-coach sleigh. Other passengers were sitting before him and behind him, and he swayed back and forth, and was very "tight" indeed. I suppose

you understand what "tight" means—if you don't, some of us will give you an example before we leave (*laughter*). Well, this fellow was backing and filling, and lopping over on the other passengers, when finally, in passing over a drift which lifted one side of the sleigh higher than the other, he fell out. Recovering his equilibrium, he said to the driver: "We'd consid'ble of an upset, didn't we?" (*laughter*). "No," said the driver, "we didn't upset." He appealed to the passengers: "Didn't w'upset?" They said "No," and he added—"Well, I swear, if I'd known that, I wouldn't 've jumped out" (*laughter*). So, if I had known I was to be called on so early for a speech, I wouldn't have come. I, for my part, find this city precisely the same as New York (*laughter and applause*). Shortly after my arrival, I asked a man to lend me $100, and he refused (*laughter*); and in New York I could not have been treated any differently (*laughter*).

But, I tell you, there is one thing which you Montreal people have done which gladdens my heart and builds up and increases in me the hope that sooner or later you will come and be one with us; and that is the style of reception you have given us—and I don't refer to the partridges and turkeys upon which you have fed us. I don't know of but one thing further in that regard to make the entertainment complete, when we get so far north, and that would be whale oil. But in the way of a reception, there is one feature of it which is grander and more truly hospitable than all else, and that is—you have changed the thermometer forty degrees (*hear, hear*). You have done that to express your regard for

President Dickson, and show him you are going to buy his coal, and prove to him that here, at least, he will find a "nipping and an eager market." It strikes me this is doing things on a scale of grandeur, glory and expensiveness, making an entertainment more magnificent than was ever furnished by any marquis of the East when the French held the treasures of this continent at their disposal. This, of course, is an era of good feeling. We are ready to do anything for you Canadians. Why, if you were having an election here to-day, we would vote for you (*cheers*). We would vote for the Queen if necessary to elect her by universal suffrage. But there is a lesson taught by the mingling of two peoples like these of the United States and Great Britain; and that is to observe what work two great nations as powerful as they are have to do in the great progressive movements which are going on in this world. Occupying the high position they do, standing upon this eminent plane, it becomes their duty to lift up to their own high condition all the other nations of the earth, until all nations of the earth shall speak one common language—and, believe me, I speak feelingly on this subject, because I have just come from abroad (*laughter*). I believe that sooner or later every nation on the globe who expects to do any business with the other nations, has got to speak English (*laughter*). I want to see the time come when, although Canada may preserve her individuality and the United States preserve theirs—and how long that may continue I don't care, so long as experiences like this are furnished to the citizens of either country—with a common literature and with a common object, we will be working har-

moniously and effectively together. It seems to me nothing could then resist the onward progress and influence of these two great nations: and the time will come, and that time is not far distant, when the Stars and Stripes and St. George's Cross, with its blue and its crimson, shall be a protection for anybody and everybody who may claim it, on whatever sea or whatever shore they may be (*cheers*).

The Hon. J. V. L. Pruyn was called upon, and responded as follows:

Mr. Mayor,—Last evening an ovation was given to this excursion by the citizens of Plattsburgh, which, I venture to say, in a town of that magnitude, was never exceeded, in the elegance of its arrangements or in its bountiful character, by any similar entertainment ever given in our country. On that occasion, sir, I was called upon by my friend, Mr. Weed, who presided, to respond to the toast which was given in honor of the Dominion Government. He called upon me to do so, for the reason which he assigned, that when I was a member of the House of Representatives, at Washington, the question of the renewal of the Reciprocity Treaty between the two countries coming up, I favored such renewal (*hear, hear, and applause*) on terms which would be both honorable and favorable to both countries. I regret to say that the attempt failed, and that up to this time no treaty of the kind has been renewed or negotiated. I said at that time, and now repeat, that the sound public sentiment of both countries required that a new treaty should

be made between Great Britain and the United States, by which the commerce and business that would naturally pass between the Dominion of Canada and the United States would be put upon the most favorable and liberal basis (*applause*). The special circumstances which have brought us together have been treated already in such a manner that I feel little is left for me to say; but I wish to add to what has been said the hearty hope and the earnest wish that the people of the Dominion of Canada and the people of the United States, by studying each other's institutions, and by free and constant intercommunication, by means of the facilities offered, will come to know each other better, and understand each other better, coupled on my part with the hope that in the future there may arise no discord between them, uninterrupted peace and concord always existing between the two countries (*applause*). We feel deeply indebted to the Mayor and our friends in Montreal for the hearty welcome accorded to us, and I am sure that we all unite in the hope that some opportunity will soon be afforded, on the other side of the line, in order that we may testify our regard for the Mayor and our friends in Montreal, in our own homes (*applause*).

Rev. Dr. Cattell, President of Lafayette College, on being called upon, predicted, that as one of the effects of their visit, there would be a change in the markets and a great rise in provisions—when they rose from the table (*laughter*). He made allusion to the great esteem in which Principal Dawson, of McGill University, was held, and spoke of the

fine scholarship and eminent abilities of Dr. Dawson and other Canadian gentlemen.

Mr. Dickson.—To bring out speeches from the other side, I desire to offer a sentiment, as it is not proper that we should monopolize that part of the business (*applause*). I therefore offer as a toast—

"British Chivalry and British Hospitality—the one honored in the breach, and the other in the observance."

The Hon. John Young, Chairman of the Board of Harbor Commissioners, was called upon to respond. He stated that the great question of the day was the question of cheapening transportation (*hear, hear*). In every country—in Russia, England, the United States, and Canada, every effort was being made in this direction, the feeling being general that whatever was saved by transportation either benefited the consumer or producer. In the United States, the public men had been engaged in making and improving canals at a very early period; we had gone through the same process. Channels have been deepened to 19 feet, and were being deepened to 26 feet, so that vessels 270 feet in length, and of 1,000 tons, would be able to pass from the heads of Lakes Superior and Michigan, not only to Montreal, but to New York and Boston (*applause*). He therefore rejoiced in their meeting on this occasion; this railway shortened the distance between New York and Montreal, rendering passage between these cities possible

within twelve hours; but we want to excel New York in the way of offering improved transportation facilities. Railways were being built from Quebec to Montreal and from Montreal to Sault Ste. Marie to tap Minnesota, and to enable produce to be transported from these States in the West to the seaboard by lines five hundred miles shorter than in any other portion of this continent (*hear, hear*). He referred to the Caughnawaga canal scheme, holding that water and railway lines of communication were not antagonistic, and continued—Mr. WYMAN hopes that the Dominion and the United States will yet be one. I wish to state, that no such feeling prevails in this country with reference to that question. There are some of us, and I among the number, who believe that we should be an independent country, managing our own treaties and doing our own work; we are big enough and strong enough to do it, the same as you are (*hear, hear*,—Ald. STEPHENS). But I am bound to say, Mr. Mayor, that the number holding these views is still few in this country; but while we are desirous of obtaining the greatest possible commercial annexation to the United States, there is no such feeling prevalent in this Dominion as the idea of annexing ourselves to the United States. He touched upon the reciprocity question, expressing the opinion that when we offered free forests to the Americans, the time would come when the free exchange of manufactures and of natural products would be secured (*cheers*).

Mr. THOMAS WHITE, Jr., being loudly called upon to respond, stated that a great many years ago, when we were

beginning to discuss the question of building railways in Canada, a very clever writer in Montreal had written a political *brochure*, intended to illustrate the difficulties encountered by the Provincial Government, in undertaking to promote railway development. Among these difficulties was included that of reaching every possible village and town and city along the route; and after a great deal of trouble, the writer of the *brochure* gave the route of railway as finally determined upon. It simply consisted of a number of acute angles opposite each other, and so arranged that every city, town, and village along the line obtained railway communication. This was the idea in the early history of railway development; but at the present time we had another idea, and, he would add, a very much better one. People now-a-days had come to understand that every mile of additional railway meant so much additional cost for the carriage of freight, and so much additional cost for carrying passengers. Now-a-days, he would say, especially in the United States, and he hoped in Canada as well, railway promoters would rather go through a mountain than around it, if going around it lengthened the railway by a single mile; and this principle, he understood, was being celebrated in this demonstration (*cheers*). They were gathered together to recognize the completion of a railway which, he was informed, lessened the distance between what had well been called the Queen City of the Dominion, and the Empire City of the United States by some forty miles. In this event, it was a matter for sincere congratulation to every man who desired the promotion

of the intersocial and intercommercial intercourse which every lover of these two great countries desired to see prevail (*applause*). This demonstration had still another significance. It was one of a number which were now taking place in connection with the interchange of increased communication between the peoples living on the two sides of the line. A few years ago—a comparatively few years ago—both in the United States and Canada, anything but a friendly feeling existed. On this side, to be a Yankee was to be looked down upon almost as an enemy of this country, and on the other side, to be a Britisher, was to be looked down upon as a traditional enemy of the United States. But they should thank God, for it was a subject for reverent thankfulness, that to be a Yankee, or to be a Britisher, on one side or the other, provided they fulfilled their duty of citizenship, was to be regarded as a friend of the country, and to be recognized as good as any other citizen on either side of the line (*applause*). In all parts of Canada we have among our most enterprising business men, citizens of the United States; and in the United States, he believed, among those who were obeying the laws of the country, and performing there the duties of citizenship as well as any other of its citizens, were to be found many Canadians; and he was glad as a Canadian and a British subject to know that many of them had not yet forgotten the old home here, and that they entertained a very kindly feeling towards this side of the line; while he knew that many Americans who lived in Canada entertained the same kindly feeling in relation to the land which they had left. He wished

further to say this, that whether we lived on this side or on the other side of the line, our only object should be—we here living under a republican system of government, whose source of honor and of authority was the sovereign, and they on the other side of the line, living under a republican system of government, whose source of honor and authority was the people, both having equally valuable popular rights, recognized in every department of government—our only object should be to have an honorable rivalry as to what would best promote the welfare of the human race, and the development of the material prosperity of these two great communities, besides the promotion of that true liberty which would make of these two great countries on this continent of America, models for the peoples in all other countries of the world (*loud applause*).

Mr. Thomas Workman hoped that in a very short time a railway would be completed from Halifax to Manitoba, not to be surpassed by any railway on the continent. Hon. Mr. Pruyn had alluded to the Reciprocity Treaty question, and he was greatly pleased to hear his expression of opinion on this point; but at the same time he felt that the impression on our minds as Canadians was, that as a people conscious of our own independence and of our position, we did not wish to go and solicit the renewal of the Treaty. We were quite willing at any time to enter into negotiations with the Americans for such renewal, but he thought that the time had arrived when we Canadians should feel our own independence and our manhood sufficiently to prevent

us from going hat in hand any longer to beg for the renewal of that treaty. We should receive with all due respect and with all gratitude anything that might be offered which was just and honorable, but he believed that he was expressing the views and sentiments of the majority of the mercantile people of Canada when he thus spoke. Mr. YOUNG had made reference to political questions as affecting the two countries, and a gentleman from the other side of the line had hoped that in a very short time these countries would be annexed. This sentiment, he knew, prevailed to a large extent in the United States, but he hoped their visitors would pardon him when he told them distinctly and plainly that it did not exist here in any form or shape. He was satisfied that if the whole Dominion of Canada was polled to-day—if the vote of the people of the Dominion was taken on the subject, out of some two hundred members of the House of Commons, not one man would be returned to Parliament to-day on that principle—the principle of annexation to the United States. This he mentioned for their information, but he was convinced that, while he would always be delighted to meet them, so far as the governments of the two countries were concerned, we must and would continue to maintain our own government and our own institutions (*applause*).

The Hon. Mr. PRUYN thought that Mr. WORKMAN had misunderstood him; he did not mean to say, and did not in fact say, that any Canadian came, cap in hand, to ask for a renewal of the treaty. So far as he was concerned, he did not recollect that any Canadian ever spoke to him, or wrote

to him on the subject. He believed in a free and unshackled commercial intercourse between these two nations as far as this was possible, as tending to produce the good and the greatest happiness for both (*hear, hear, and applause*).

Mr. Thomas Workman.—We did send a deputation.

Alderman David made reference to George Washington and to Lafayette amid applause. He declared that he loved his country and its people, but added that he also loved the people living on the other side of the line, for their energy and justice and enterprise, and for the fair play given to all religions and all creeds. He congratulated all present upon the fact that they had partaken of a cold water banquet, and said—come again next year, and we will have the honor of entertaining you on the same kind of liquor as to-day; and *apropos* of the charge made, he said, against French Canadians of being behind their times, with regard to railway enterprises, he mentioned that Montreal had given a million of dollars to a short line of railway to run from this city to Ottawa, intended, moreover, to be continued to Sault Ste. Marie, while in the small province of Quebec it was on the *tapis* to expend seven millions on the construction of a road between Montreal and Quebec (*applause*).

Consul-General Dart.—I rise to propose a toast to which all will respond with the greatest heartiness. I rise to propose the toast of His Worship the Mayor, the presiding officer. He may some time be called to cut me up, and as he is a most skillful surgeon, I would be certain to be very skillfully dissected; but besides, he is very popular, and

possesses, to as large a degree as any Mayor has possessed, the confidence of the citizens of Montreal (*applause*). His interests have been identified with the interests of Montreal, and he is further a man of political and religious convictions. He has been able during a trying period to assert his loyalty to his government, and to carry out a certain order against the religious prejudices of a portion of the community, without the loss of blood; and no man who did not possess the confidence of all religious classes could have done it. He is an honest man—a skillful surgeon and a worthy citizen, in all that pertains to citizenship. I offer the toast—

OUR WORTHY MAYOR.

The toast having been heartily honored, His Worship responded: Gentlemen, I do not know how to face you without blushes after the very eulogistic remarks which have fallen from Mr. DART. Allow me to allude to the question of annexation, which seems to be very delicate, and which has been handled very gingerly by different speakers in the course of the afternoon. Well, gentlemen, time will settle all that, and perhaps not in the way that most people now think. If you look at the history of the world, you will perceive that annexations have always come from northern climes with respect to those more southern (*laughter*); and we are annexing you—slowly, steadily and surely (*hear, hear*). Who are doing it? I have contributed nothing, I may say, but while you raise families of two and three, we never stop short of ten, twelve, fifteen and twenty (*laughter*), and you may easily understand how many years will pass—

and they few in number—before you come to your large, though not larger in point of size, but more populous neighbor, and say, "We are prepared to come in with you" (*laughter*); and when you do, rest assured, gentlemen, that you will be received with open arms (*laughter*). Consul-General Dart has alluded to a matter of a very delicate nature; I thank him for his kind remarks, and I will only say this—yesterday may not have terminated to the satisfaction of fanatics and bigots; I hope it did not, for there is no possibility of its doing so, but it terminated to the satisfaction of every loyal, upright and honorable citizen (*applause*); and I have reason to know that he who rules over the destinies of this country was immediately fully apprized, not from me—I don't know from whom—of the fact, and he has received the intelligence with the greatest satisfaction; and not only that, but our beloved Queen, a few moments after the event, was apprized of all that took place, and her heart was filled with gratitude (*applause*).

The Hon. Mr. Dickson proposed—

The Corporation of the City of Montreal (*applause*).

Ald. Stephens, in responding, said that he looked upon the completion of this line of railway as one of the grand landmarks in our history, which were being formed daily, although certain events did not receive that notice which their importance merited. He stated that we were loyal to our Queen, and declared his belief in the future disappearance of all nationality distinctions. He gave to the Chairman of the Finance Committee the honor of deciding that

the collation should be served on temperance principles, adding that he nevertheless was of opinion that Ald. Nelson's intentions were honorable (*laughter*). As he thought we did not at times sufficiently blow our own trumpet, he announced that the Dominion was the third maritime power in the world; and he hoped that the fiscal policy of the United States would be soon so changed as to admit of the free and complete interchange of the commodities and manufactures of both countries (*applause*).

Ald. Nelson explained that it was through his casting vote the collation lacked the accompaniment of wine (*applause*); he was proud that this was the case, and he believed, judging from appearances, no one felt the worse for its absence (*applause*).

This closed the proceedings.

FAREWELLS.

After passing Saratoga, on the return trip, and as the New York and Scranton parties were about to separate and branch off at Albany, it was suggested that the gratification of the company at the successful progress and happy termination of the excursion should be expressed in a formal farewell to President Dickson. As many gentlemen as could find standing room were assembled in the largest drawing-room car, when Mr. Brinsmade, of New York, moved that Mr. Samuel Sloan should be called to preside over the meeting. This was carried unanimously. Mr. Sloan took the chair, and said:

We all feel that in separating and saying farewell it ought to be done decently and in order, and by common consent there seems to be but one gentleman of our party who can do it so well as Mr. J. C. Wyman. I therefore call upon him to perform this office decently and in order.

Mr. Wyman.—Well, as soon as Mr. Dickson arrives; if it is to be done decently and in order, he must be here.

On the coming in of Mr. Dickson, Mr. Sloan said:

Sir: This meeting has been organized to give expression to our regard, gratification, and I do not know how much else; and, by unanimous desire of the gentlemen assembled,

Mr. WYMAN is about to express to you the gratification and pleasure we feel on account of the success of this trip and the bountiful manner in which we have been entertained at your hands. Mr. WYMAN, will you be kind enough to express our sentiments, as I have said, decently and in order?

Mr. WYMAN proceeded as follows:

Mr. DICKSON: The poet has said, and I have no doubt that different men at different times have felt how significant and pregnant with meaning were his words, when he wrote:

"Thought is deeper than all speech,
Feeling deeper than all thought."

I, sir, particularly recognize how very truthful are these words when I am called upon to express to you the feelings of thankfulness and rejoicing which animate every heart here at the opportunity we have had to enjoy this most magnificent gift at the hands of yourself and Company. Sir, we have heard a great deal said about what has been contributed to the material wealth of the country by the successful prosecution of the work in which you have been engaged, and we have heard how great a thing it is to make two blades of grass grow where but one grew before. As a loyal citizen of the United States I rejoice, and every member of this Company rejoices in everything that contributes to its material wealth and increases its capacity to do good; but, after all, that is only one of the great and grand objects of its organization. There is a higher object than any material interests which you are promoting, and that is to cultivate friendly relations with your kind; for when this money shall have disappeared which you have gathered up—when this material wealth shall have been dissipated and passed away

as a scroll—the feelings which have been cultivated and strengthened on this excursion shall continue; and, during all the long days of the future, shall be remembered. Every man here joins with me in thanking you for taking us from the din and turmoil of business, where all our faculties are sharpened by competition—for taking us away from all those corroding and carking cares, and giving us these two or three days of pleasure—thus furnishing us with a memory which shall remain green as long as time shall last, and recollection holds her seat in these brains. It is no slight thing, sir, as we know, to have a delicious memory—something to which we can turn back and say that, on such or such a day, we had such a rejoicing. Sir, the great artists have put upon the canvas pictures which shall live forever—colors which breathe with beauty—and men make long pilgrimages to see the scenes which the skillful artist has portrayed. In the presence of the great works of Titian, Raphael, and Michael Angelo, men are lifted far above the atmosphere of material sense by the beauty of the scene which is presented. Sir, you have brought us together with a similar object in view. We have come together to make a great and glorious picture; and, long after this occasion shall have passed away, this picture will live, and we shall live in that higher atmosphere where the pain of parting never detracts from the pleasure of friendship.

To this greeting Mr. Dickson responded, saying:

I thank you, sir, and the members of the Company which I represent, and their guests, thank you for this kind expression of your appreciation and good wishes.

For the following account of the closing proceedings of the Pennsylvania delegation we are indebted to the *Scranton Republican.*

The party arrived at Albany at 5.20, the Pennsylvania delegation putting up at the Delevan house, and the New York party going through, thus making the trip from Montreal to New York—a distance of 400 miles —in one day and without change of cars, the first instance on record, this being the only direct route from the Empire city to the Queen city.

On Friday morning at 10 o'clock, the Pennsylvania delegation left Albany for their homes. Before reaching Oneonta, the party gathered in the car occupied by President Dickson, and upon motion of S. C. Logan, D.D., organized by the selection of the Hon. G. A. Grow, of Glenwood, Susquehanna county, as chairman, and S. A. Lackey, of Scranton, as secretary. The Rev. Dr. Logan then presented the following preamble and resolutions, which, after amendment by the Hon. Judge Campbell, of Cherry Valley, N. Y., were fully discussed and unanimously adopted, to wit:

The invited guests of the excursion of the directors of the Delaware & Hudson Canal Company, upon the occasion of the opening of the New York & Canada Railroad, being profoundly impressed both with the magnitude of the work, whose completion we are permitted to celebrate, in its relations to the material, social and moral advancement of our great nation, and with the duty of preserving for the benefit of posterity, a truthful history of all these great works, which are the expression of wisdom and honest devotion of our patriotic business men, and by whose far-reaching power the whole race is lighted up; therefore,

Resolved, That the Hon. President Thomas Dickson be requested to prepare, and the Delaware & Hudson Canal Company be requested to publish, in permanent form, a complete official history of the organization and various works of the said company from the beginning, with such notice of the men connected therewith as shall do them justice. Also that they be requested to place a copy of the said works, when published, in the archives of the various historieal societies of the Lackawanna and Wyoming Valleys.

Upon motion of Judge Campbell, of New York, the following amendment was added:

And inasmuch as the company holds chartered rights from the State of New York, that they be requested to place a copy of the said history in the archives of the various historical societies of the State of New York:

Resolved, That the hearty thanks of the excursionists be, and hereby are, tendered to President Dickson and all of his subordinates for the unalloyed pleasure and the princely entertainment of the excursion upon the occasion of the opening of the New York & Canada Railroad; the munificence of their hospitality is only surpassed by their personal courtesy.

Resolved, That a copy of this action, signed by the chairman and secretary of this meeting, be sent to the board of directors of the Delaware & Hudson Canal Company.

Speeches were then made by Dr. Dunning and Father Dougherty, of Honesdale; Judge Campbell, of Cherry Valley, N. Y.; Mr. Minor and Judge Waller, of Honesdale; Dr. S. C. Logan, of Scranton; General Diven, of Syracuse, N. Y., and Mr. F. P. Grow, of Pennsylvania.

The Rev. Dr. Dunning, being called upon, responded:

Gentlemen: This call to speak at the present time is wholly unexpected. There are appropriate times when men of business should be silent and clergymen should speak, and there are appropriate times when clergymen should be silent and business men should speak. It seems to me that the present occasion is one in which it is fitting that the ministry should be silent. However, I will speak briefly. I might occupy your attention for a few moments with the discussion of the connection of our railways with the material, intellectual and moral advancement of mankind. I might call your attention to the facilities which our great railways furnish for the transportation of the products of a people to the great markets of the land, for rapid intercommunication and social intercourse, and for the quick transmission of intelligence. But, perhaps, these points have been sufficiently alluded to in the speeches already made in connection with this opening of the New York and Canada Railway.

But there is one thing which I wish to say. We, of the ministry, may learn important lessons from you. I admire the energy of the men of business who marshal and wield the forces of our modern civilization. You do not hesitate when called on errands of business to take the circuit

of the globe—to travel from Boston to San Francisco, to Yokohama, to Canton, to Calcutta, to Bombay, to Marseilles, to London, to New York. Through sunshine and through storm you pursue your undeviated, undeviating way. I wish that we had more of this imperial energy in the pulpits of the land. Of all helpless men a helpless minister is the most helpless. I would be glad to import your untiring energy into the pulpit.

We need also your fidelity and pertinacity, and power and patience of work. In your great enterprises you are no idlers, you are indefatigable and courageous. You overcome Nature, you scale or dig through her obstructions.

And having said that we, as ministers, may learn important lessons from you, and with profound respect for those great qualities which have given you your conspicuous positions in connection with the large enterprises of the day, let now the ministry admonish you. Be on your guard, lest you be submerged beneath the materialism of life. You wield mighty forces, but you are surrounded by great perils.

Remember that the manhood formed, and the integrity which you build into character, is of more value than all the material wealth you create by these instruments of commerce which you have constructed.

After all, the most important thing is right relations with God. These relations right, you come into harmony and sympathy with all the good which there is in the universe.

Thanking you, Mr. President, for the kindness which invited me to mingle for a few days with distinguished business men from different parts of the land, I hope to return to my own field of activity with augmented energy and fidelity. A happier man I have been, a better man I hope to be for this excursion to celebrate the opening of the New York and Canada Railway.

Mr. C. S. Minor spoke as follows:

Mr. Chairman and Gentlemen: One hundred years ago the United States were engaged in a deadly struggle with Great Britain for the purpose of dissolving the connection between the two countries; and now, after the experience of a century, we have re-annexed ourselves by the construction

of a great international thoroughfare, and have made the connection sure by bars of strongest iron.

Steam and commerce are the great civilizers of the age, and have done more than all other causes combined to establish the reign of peace on earth and good will among men. As we are brought into commercial relations with our fellow-men, we find that even our enemies are possessed of noble and virtuous qualities for which we had given them no credit, and mutual prejudices give place to mutual esteem.

Formerly rivers and mountains interposed made enemies of nations. To-day we tunnel the mountains and bridge the rivers, and gradually the opposing elements unite in friendly and commercial relations, and mutual interest teaches them that they can no longer afford to be at war with each other. What mutual interest has joined together, kings and rulers cannot put asunder.

As I have been contrasting in my mind the condition between the past century and the present time, the wonderful progress we have made becomes more marked and apparent. One hundred years ago communication between mankind was no more rapid than it had been in the days of the Persian and Roman Emperors. The post-coaches and the bearer of dispatches moved at the same slow rate, and thirty miles was then the average progress of a day. Now we are able to travel twice thirty miles in an hour, and our dispatches are sent over the wires at a rate that actually annihilates time.

What has produced this wonderful revolution? It grows out of the fact that the genius of man has risen above the physical forces of nature, and has grasped the imponderable and spiritual forces. He first laid hold of the semi-spiritual force of steam, and finding that it was a mighty power, he asked whether, instead of idling away its time and wasting its energies, it would not help him work? It replied that it would cheerfully do so; and if man could only find materials strong enough, it would drag all he could pile on, over the desert of Sahara, at the rate of one hundred miles an hour. So the philosophical mechanic set himself at work to provide the necessary material, and wonderfully well has steam redeemed its promise.

He found another element, darting through the clouds with the speed

of thought, rending the solid rock, and splintering the gnarled oak; and he inquired of it what it meant by playing its useless and mischievous pranks, and raising the devil generally? The element answered that it had nothing better to do at present, and wanted to let mankind know that it was alive and kicking.

"Well," said the philosopher, "can't you find something better to do? Can't you contrive to make yourself useful?" It replied that "nothing would give it greater pleasure than to have mankind set it to work." "Well, then," said the philosopher, "as you are an active kind of element—I have messages I want delivered in San Francisco, London, Bombay and Canton—suppose you go and deliver them?" "Agreed!" said the fiery element; "only you must provide me the way and means." The mechanic provided the way, and, with the speed of a flash of thought, electricity delivered the messages—did it in a way that put Shakespeare to the blush. His spirit promised to girdle the earth in forty minutes, but electricity did it in less than forty seconds, and did not seem at all wearied with the journey.

But electricity promised more. In the flush of its first grand triumph it promised to do all the work in the world, if man would only contrive the necessary appliances and learn how to manage it. It was taken at its word; and to-day a thousand mechanics, philosophers and chemists are seeking to solve the great problem, how best to utilize and control the elements of nature.

The prophets, apostles and wise men of this age are not found in the forum, the church, or the halls of legislation; they are in the work-shops, wear leather aprons and paper caps, and with heavy blows, amidst much toil and sweat, dust and soot, are working out the redemption of mankind.

Steam engines and power looms, railroads and telegraphs are not the ultimate destiny of man. We have not reached the end yet; we have only touched the beginning. All these things are only transitional; they only foreshadow the future and point the way we are going. I dare not tell you the dreams I have of the future, when the chemist, the philosopher and mechanic of the future shall have done their perfect work.

Mr. Dickson, in response to the flattering remarks by the gentlemen named above, paid a beautiful compliment to the men in the employ of the Delaware & Hudson Company, from those highest in authority down to those who handle the pick and shovel. He said probably there was no corporation in the country employing so many men (20,000) as the Delaware & Hudson, who had so little trouble with their employees. There had been differences of opinion in regard to wages, but they had always been adjusted without any serious consequences. To the success attained in the management of this great corporation, during his administration, he shared the honors with the gentlemen who composed his staff, who always worked in harmony, and were always ready and willing to carry out the orders promulgated. He said he cared nothing for newspaper notoriety ; his ambition in that particular had been filled; it was more pleasure to him to know that he had the confidence and respect of those in the employ of the company, who always treated him with kindness and respect.

Mr. Coe F. Young, Mr. Dickson's chief of staff, paid that gentleman a handsome compliment.

This pleasant and interesting meeting was closed by a few remarks from Hon. G. A. Grow.

At Carbondale a number of the wives of gentlemen from Scranton joined the party, and at 7 o'clock arrived at Scranton.

The excursion was as remarkable as it was pleasant. Numbering between two and three hundred persons, not an incident occurred that was unpleasant, nor an accident, during the five days' journey. The arrangements throughout were most admirable, and the trip to Montreal inaugurating the opening of the New York and Canada Railroad will never be forgotten by those who participated, and will be cherished as one of the most pleasant circumstances of their lives.

Press Comments.

The following admirable sketch of the early history of railroading in the valleys of the Champlain and the Adirondacks, is from the Plattsburgh *Republican*. Though long, it will well repay perusal:

HISTORICAL SKETCH.

Early Struggles for Railroad Communication South, and Final Success.

Ever since the first organization of the town of Plattsburgh, over ninety years ago, one of the greatest drawbacks to its prosperity has been its secluded position with reference to the great Southern and Eastern markets. And this difficulty has been felt not only by Plattsburgh, but also by all other localities lying upon the western border of Lake Champlain. During the summer season the facilities for transportation by water are, it is true, unsurpassed; with the broad, spacious Lake Champlain, navigable for the largest steamers, stretching from Rouses Point to Whitehall, and connecting from the former point by canal northwardly with the St. Lawrence, and from the latter southerly with the Hudson. But the fact that during nearly one-half of the year these avenues of communication are closed by ice, puts a check upon all manufacturing as well as commercial interests; for manufacturers can ill afford to pile up their products on the wharves, receiving no income for three or four months; while to shut down their works is ruinous both to themselves and their employees.

FIRST STEPS TOWARDS SECURING AN OUTLET.

The shrewd business men of this section began at an early period to cast about in order to discover means of relief; while capitalists began to reach out from the south and east towards the rich stores of lumber and iron with which this country was known to teem.

FIRST DISCOVERY OF IRON ORE.

The first iron ore ever found in this section had been discovered in the first year of the present century by George Shaffer, a farmer who resided on the Ausable river, about a mile west of Clintonville. The spot where

this ore was discovered was up on the slope of the hill, half a mile west of Clintonville, known afterwards as the "Winter Ore Bed"—named after Judge Winter, the owner of the lot on which it was found. Some eight or ten years subsequently, the Arnold ore bed had been discovered, together with the Palmer, Baker, Cook and Watson beds and others, the natural consequence of which was that a great iron manufacturing establishment had been built up at Clintonville, while all over the immediate vicinity, forges, nail factories, and blast furnaces had sprung into existence as if by magic. The number of forge fires in operation at some time between 1820 to 1833, on the Saranac and Ausable rivers, was between eighty and one hundred, while no less than five blast furnaces were running in Clinton county alone. Is it any wonder that the business men of this great iron region should look about them earnestly in all directions for better means of getting their valuable products to market? And is it strange that the great capitalists of the south and east should also have been devising means for accomplishing the same desirable ends?

FIRST RAILROAD COMPANY.

As early as 1833 a company was organized in the Ausable Valley, known as the "Great Ausable Railroad Co." This company had mighty schemes in view, including a railroad from Port Kent to Keeseville and thence up the river through the Adirondack region, partly by railway and partly by canal, to some of the tributaries of the St. Lawrence, the final objective point being that great river itself. In January, 1834, Mr. Beach, Esq., was appointed Chief Engineer of this road, with the understanding that the line was to be commenced from Port Kent to Keeseville the following April.

A COVERED RAILWAY FROM BOSTON TO OGDENSBURGH.

But the wildest and most visionary scheme of all was that by which Eastern capitalists—who were destined to play a very important part in this game, as we shall see—proposed to connect the great lakes with the Atlantic seaboard. This was in 1837, and the plan by which their object was to be accomplished was by a *covered railroad* from Boston to Ogdensburgh.

That was the day of strap rails, sometimes called the "Black Snake Rail" on account of its propensity to peel up from the wooden bed-piece to which it was nailed and glide up through the bottom of the car, propelled by the car wheel which would sometimes take a notion to run *under* instead of *over* it. So in those days it was no uncommon occurrence for a passenger to find this playful "Black Snake rail" crawling up his trowser's leg as he sat in his seat in the car, or to feel it shooting through him longitudinally, impaling him like a fly upon a pin. Now, what was the fancied

necessity of a *covered* railway it is hard to conjecture, but it is presumed that it was thought to be preposterous to think of running an open railroad into this frozen snowy region. But whatever might have been the reason the plan was broached, the author having been John McDuffie, a civil engineer, of Bradford, Vt. He sums up his arguments in favor of the plan, from firstly to fifteenthly and lastly, and says, eighthly: "That the great lake Lake Ontario lies so deep in the earth that it does not freeze over in the winter—the surface of which is only 231 feet above the level of the ocean, and its bottom more than 250 feet below the ocean's surface—and by a covered railway from its outlet at Ogdensburgh to Boston, goods can pass from Boston into that lake throughout the year!" Then, in regard to the cost and some other minor considerations, he shows, ninthly: "That less money than it cost to build the Erie canal will build a covered railway the whole distance;" and that "the chimney of the steam car can be easily altered or amended so as to prevent any danger to the covering from the fire necessary to move the engine."

Then, again, "less than three millions will build the whole railway, and the income of it three years will cover it the whole distance."

And once more, "That by a covered railway from Boston to Ogdensburgh, Boston secures the trade of that great open lake through the winter, while the Hudson river, the Erie canal and the river St. Lawrence are frozen over and asleep under their winter blankets."

Then, thirteenthly, he shows: "That in transporting the railway cars across Lake Champlain in the winter on the ice when the steamboat cannot run, horse power will answer the purpose, or by steamboats with ice-cutters an open channel may be kept through the ice—the distance being only about ten miles."

Fourteenthly: "That the cattle of a thousand hills and the flour, pork and butter of millions of farmers can be transported from the great West to the ocean by this railway, better than by any other communication at present known to man;" and that you can pass from Boston by this "railway to Lake Champlain at Burlington, and thence by Montreal and Grand river to the Northern ocean in less time than from the city of New York or any other port in the United States."

Then he sets forth the advantages of transporting goods from the West by this route rather than sending them down the Mississippi to spoil in a warm climate. These and many other good and strong reasons he urges in favor of the plan, and finally he points triumphantly to the grand cut through the Green mountain range "between Mansfield mountain and Camel's Rump," worn down hundreds of feet through the solid rocks, as the marks show, high up on the mountain sides, by the Onion river; and also the gap through the White mountain range, between Stinson's and

Cardigan mountains, through which Baker's river flows, "making an opening through both for a communication either for a canal or railroad to pass from the great American Mediterranean of the West to the Atlantic Ocean of the East. Those who will not believe in the completing of the railroad after seeing all this, must be left in their unbelief."

And then he says prophetically: "I pass to those who will not only believe, but advance the money to build the railway and receive the great reward, not only for their own benefit but for the benefit of millions yet unborn."

Finally, he would "show them how the trade of this Champion railway will cut off the head of the St. Lawrence river, and enter the great lakes like a giant, taking the Ohio and Mississippi rivers by the foretop, and the commerce of the North and West and far West, together with thousands of ships on the lakes with their cargoes to Ogdensburgh, from thence by thousands of tons daily, to pass on the great national highway to Boston; and instead of Boston being *second* to New York, it must become one of the greatest emporiums of the world."

THE GREAT NORTHERN RAILWAY.

Now whether this remarkable document had anything to do with what followed, we cannot say, but it is certainly a fact that about that time the project of the "Great Northern Railway" began to be agitated—a line that was to connect Lake Ontario with Lake Champlain, and another to extend eastward to Boston. Boston and New England capitalists had sagacity enough to see the great advantage which their own section would derive from such a line, opening to them, as it would, the undeveloped wealth of Northern New York, together with the rich grain-producing countries of the West.

Railroad meetings were held in St. Lawrence, Franklin and Clinton counties, and the citizens of Plattsburgh took hold of the matter enthusiastically, hoping that by this means they would be able to secure a direct connection with the eastern markets, understanding, as they did from the first, that the eastern terminus of the line would be Plattsburgh.

STATE AID SOLICITED.

The New York Legislature was importuned year after year to grant aid in the construction of the much needed line; railroad conventions, railroad mass meetings and railroad indignation meetings were held, in which the wrath of impatient enthusiasts was poured out freely upon the State Legislature for not being willing to give a little lift to so important an enterprise as this, when money had been poured out so freely in internal improvements elsewhere in the State. The question was even carried into politics,

the Democratic and Whig parties vieing with each other, year after year just before election, in their devotion to the scheme, only to ignore it when once in power.

RIVALRY BETWEEN AUSABLE AND SARANAC FACTIONS.

This excitement was kept up, as we have said, for years. In the mean time, too, another strife had been fomenting—a partisan and sectional one between those who represented the interests of the Ausable and Saranac regions respectively. Years before, the "Great Ausable Railroad Company" had been organized, and now it was claimed that the best railroad route from Ogdensburgh to Lake Champlain was up the Ausable river, through Wilmington Notch, across the plains of North Elba, and through the Adirondack region, down the St. Regis or Raquette river to Potsdam, and thence onward to the far West. On the other hand, those who represented the Saranac interest claimed that the best route was from Plattsburgh through West Chazy, and thence off across Flat Rock, Ellenburgh and Clinton.

The strife between these sections was very bitter indeed. The advocates of the northern route ridiculed the idea of a railroad dodging about among the Adirondacks; while the other side retorted that there were rich stores of iron ore and timber which the southern route would open, and also that the scenery here was much more picturesque and romantic than that bordering on the northern route. And so the strife went on for ten years and more, waxing very fierce at intervals and then dying down again.

A FINAL STRUGGLE.

In 1844, there was a tremendous effort made to accomplish the great work which had so long occupied the attention of Northern New York. The eastern capitalists had been at work behind the scenes all the while, pulling the wires, but the people along the line of the projected road were making most of the noise, and in 1845 the Legislature of the State of New York passed an act incorporating the road.

The following year, many railroad meetings were held, and a grand railroad convention on the 10th of July in Malone, at which one thousand delegates were present. The railroad fever was high, stock was subscribed freely, fifty thousand dollars of which was taken in Plattsburgh alone.

This the Plattsburgh capitalists did, blindly trusting that Plattsburgh would be the point where the road would strike Lake Champlain, this having been the general understanding from the first.

YANKEE CUNNING.

This belief had been cunningly fostered by the eastern capitalists, who

were the prime movers in the enterprise from the first, but they took care that, in the railroad bill as passed, no point was designated for the eastern terminus on Lake Champlain.

But they contrived by various devices to make Plattsburgh people believe that this would be the favored point. One of those devices may be explained by a glance at the Ogdensburgh road as constructed. It will be observed, by reference to the map, that there is a most remarkable curve in the track between Cherubusco and Mooers Forks, the line first running from the former point nearly southeast several miles, in a straight line towards Plattsburgh, then deflecting slightly to the eastward until it reaches Altona station, where it makes a sharp angle, first towards the north pole, and subsequently taking a "bee line" to Rouses Point. Now, the distance from this angle at Altona to Plattsburgh is very nearly the same as to Rouses Point, lines drawn through these three points making nearly an equilateral triangle. The line of that road represents very accurately the manner in which the Bostonians played it upon the people of Plattsburgh, coming straight towards Cumberland Bay until they got the fifty thousand dollars subscription all secure, when away they whisked to the north again, leaving Plattsburgh out in the cold. But for a long time afterwards they made us believe that the junction would be at "Wright's," at this sharp angle, and when it was finally determined that the junction should be at Mooers, the whole matter was transparent enough.

It is supposed that the secret of this action of the eastern managers was a fear that if the main line came to Plattsburgh and crossed from Cumberland Head over Grand Isle to Burlington, a line would be built southward on the east shore of the lake, thus diverting a part of the trade in the direction of New York city, which was the very thing they wished the most to avoid.

MORE COMPLICATION.

Then there was a long strife over the Rouses Point Bridge.

The New York Legislature, year after year, refused to grant the privilege of bridging the lake, the trick of the Yankees having been discovered, which was to drain the West for the benefit of Boston at the expense of New York city. Failing to get the bridge bill passed, the company endeavored to get across the outlet of the lake in the Canadian Dominion, but this was refused point blank by the Canadian Parliament. Finally, after long effort and much lobbying, the bridge bill was passed in 1849. Then the road was completed, together with the Plattsburgh and Montreal road from Mooers Junction, and the eastern capitalists began to reap the rich rewards of their

strategy, seeing almost a literal fulfillment of the prophecy of the hero of the great covered railway enterprise, that thousands of tons of freight would flow over the new line daily into Boston. The value of that harvest which the East has been reaping for last quarter of a century New York city can compute to its own cost.

PLATTSBURGH DISCOURAGED.—DIFFICULTIES IN THE WAY OF A ROUTE UP THE WEST SHORE OF THE LAKE.

During all the railroad excitement which extended over this period, the project of building a line of a railroad on the west side of Lake Champlain, seems to never have been seriously entertained. The reason of this is obvious. Lake Champlain had been a favorite route of travel in the summer seasons of thirty years, during which time steamboats had plied its waters almost daily, and the most casual observer could hardly help noticing the high rocky promontories which lined the western shore, cutting off, it would seem, the possibility of constructing a railway line here. The advantages of such a road were doubtless apparent to all who considered the matter; indeed we find them very clearly foreshadowed as far back as 1833, when a meeting of delegates from Clinton, Essex and Washington counties was held at the Phœnix Hotel, in Whitehall, on the 10th of September, for the purpose of "deliberating upon the propriety of petitioning the Legislature for aid in opening a road (not a railroad) on the western margin of Lake Champlain, leading from Whitehall to the Canada line." At that meeting the great necessity of such a road was fully discussed, and the facts duly set forth, that the principal thoroughfare between the towns on the St. Lawrence and Hudson rivers, lay through a neighboring State by a circuitous route.

The advantages of the proposed road were fully presented, and it was shown how it would afford a direct route, safe, easy and expeditious, affording facilities for communication at all seasons of the year, thus proving "highly beneficient to the interests of the State, and greatly conducive to the convenience and prosperity of the inhabitants of Lake Champlain." At this meeting it was resolved to petition the Legislature for aid, and a committee was appointed with authority to make a survey of the route. Melancton Wheeler was Chairman of the meeting, and Richard D. Arthur and D. B. McNeil, Secretaries.

Then again six years later, in 1839, we find that the committee on military affairs in Congress was instructed to inquire into the expediency of constructing a military road from Plattsburgh to Whitehall, and no doubt the great necessity was then urged of a thoroughfare connecting these sections which were so completely cut off from each other so far as land communication was concerned. But doubtless both the Congressional and private

committee came to the conclusion, after looking the ground over, that the impracticability of the scheme was too apparent to warrant any outlay here. And well they might.

FIVE MOUNTAIN RANGES LYING IN THE WAY.

For, no less than five ranges of mountains terminated upon this same western shore in rocky bluffs from one hundred to two thousand feet in height, while near the southern extremity of the lake there was known to be a series of swamp-holes as deep as that slough of Despond which Bunyan saw in his dream. The most southerly of these ranges is the Black Mountain range, terminating in Mt. Defiance, the scattering spurs lying to the southward, the feet of many of the rocky bluffs coming down to the very edge of the shore of the lake.

The second range is known as the Kayaderosseras, the terminations of which lie scattered along the shore north of Ticonderoga, and culminating in Bulwagga Mountain, the summit of which overlooks Bulwagga Bay at the height of eleven hundred and fifty feet above its surface, while the foot shuts down in almost perpendicular cliffs at the very edge of the shore.

The third range passes through the western part of Schroon, through the northern part of Moriah, and centre of Westport, cropping out in a rocky bluff three or four miles long north of Port Henry, and ending in Split Rock Mountain, along the base of which there is no room even for a deer's trail.

The fourth range extends through the central parts of Minerva and North Hudson, the southeast corner of Keene and Essex, the northwest part of Elizabethtown and centre of Willsboro, and ending in the high bluffs on Willsboro Bay. This is sometimes called the Bouquet range, and as it includes some of the loftiest mountains in the Adirondacks, so the bluffs on the lake have been found to be the hardest obstacles to a railroad, it being here that the famous Red Rock cut is located, and the longest tunnel on the line.

The fifth range extends through Newcomb, Keene, Jay, Lewis and Chesterfield, ending in the rocky promontory known as Trembleau Point at Port Kent. This is the most northerly, and was formerly known as the Adirondack range, although that name is now applied to the whole five. This last contains the most lofty of the Adirondack peaks, including McIntyre, Colden, Haystack, the Gothics and Tahawus, none of which are much less than five thousand feet high, while the last reaches some two hundred feet above that altitude. These five ranges lie nearly parallel, covering a width of about forty miles, although greatly distorted, and at some points interlocking each other.

Their general direction is from northeast to southwest, and it will at

once be seen that a road across this section of "hog-backs" in a diagonal direction, or around the abrupt, water-worn bases at their feet, must be a very expensive one.

It is no wonder then, with all the railroad agitation of these ten years, when Clinton and Essex counties were looking in all directions for an outlet, that this route was not much discussed. But yet, during all this time the fruit was ripening silently, and slowly but surely.

The Whitehall & Washington railroad had been completed in 1849, connecting Whitehall with Albany, and 13 years before (in 1836), a railroad had been built from St. Johns to Montreal. In 1836, when the latter road was opened, the Montreal *Gazette* published the following table of distances and times showing what great improvements had already been accomplished:

Stations.	Miles.	Hours.
New York to Albany	150	11
Albany to Whitehall	71	5
Whitehall to St. Johns	141	10
St. Johns to Montreal	22	1½
Total	384	27½

The *Gazette* thought that the journey could be further shortened, by improvements that might be introduced, to 24 hours. But it conjectures if a road could be built from St. Johns to Stanstead, and thence to New Haven, there was a possibility that it might be shortened to twenty hours.

So we see that the question was agitating the public mind forty years ago, how to shorten the distance between New York and Montreal.

FIRST DAWNINGS OF A GREAT ENTERPRISE.

But the first public intimation of a railroad from Whitehall to Plattsburgh, which we have been able to find, was made in the New York Senate during the session of 1847, after the purpose of the Northern Railroad Company had been discovered to cross the lake north of Plattsburgh. Mr. Beekman, the son of the man to whom "Beekman's Patent" on Lake Champlain was granted, who was then in the Senate, was bitterly opposed to allowing this Northern road to terminate north of Plattsburgh. During that session he presented a bill for the appointment of a commission to locate the road, and among other remarks, made this most significant one, *that if the road was located north of Plattsburgh, in all probability in this case a railroad would be built between Plattsburgh and Whitehall.* Whether this was thrown out as a threat, we cannot tell, but it was at any rate prophetic, as the lapse of almost thirty years has shown. The terminus of the Northern road was located at Rouses Point, and during the session of 1849, a bill was passed, incorporating the Whitehall & Plattsburgh Railroad.

ANOTHER RAILROAD FEVER.

And now there was another fever of excitement along the western border of Lake Champlain. On the 25th of June a Whitehall and Plattsburgh railroad meeting was held at the Phœnix Hotel in Plattsburgh, of which Wm. Swetland was chairman, and Ahaz Hays, of Ausable, was secretary. Remarks were made by Benjamin Ketchum, Col. McNeil and others, and a committee was appointed to correspond with other town committees to the southward. All hope was given up of a bridge across to Grand Isle and Burlington, and all eyes were now turned in the direction of Whitehall.

DISASTER AND DEFEAT.

The project ripened fast, and in 1850 Essex and Clinton counties were ablaze with excitement: the aid of Robert Schuyler, the great railroad king of that day, was successfully invoked, stock was subscribed freely, two surveys were made by Mr. Green, one almost identical with that adopted by the New York & Canada road, and the other through Poke O'Moonshine, and farther inland; everything was going on swimmingly, contracts were let or about to be let, when suddenly it was discovered that Schuyler had made an overissue of stock—had, in fact, been stealing at a wholesale rate from the New Haven road and others in which he was largely interested. Schuyler disappeared suddenly from the scene—the bottom of the Whitehall & Plattsburgh Railroad suddenly fell out, and in 1852 the hopes of Plattsburgh, with Clinton and Essex counties, were again extinguished.

DORMANT FOURTEEN YEARS, AND A NEW AWAKENING.

This bad piece of luck killed the project of a railroad between Plattsburgh and Whitehall so effectually that it remained dormant until the winter of 1865–6, when there was a railroad meeting at Fouquet's Hotel in Plattsburgh, which resulted in the organization of the Whitehall & Plattsburgh Railroad Company, under the general railroad law. The prominent actors in this movement were C. F. Norton, Andrew Williams, M. K. Platt, Messrs. J. & J. Rogers, Z. C Platt, M. J. Myers, J. G. Witherbee, A. B. Waldo, H. G. Burleigh, N. Lapham, Gen. Hammond, T. Hoyle, Smith M. Weed, and others. That same winter a bill was introduced in the Legislature by Mr. Weed, appropriating $500,000 for the construction of the road from Plattsburgh to Whitehall. The bill was strongly supported by Mr. Weed and others, and the necessity for the road so plainly shown that the bill passed both branches by a handsome majority, but was vetoed by Gov. Fenton. This was a damper at the outset, but the men who were pushing the project now were not to be easily discouraged, and the following year, in the session of 1867, Mr. Weed, who was again the representative to the

Assembly from Clinton county, presented another similar bill, but at the request of Gov. Fenton, making the appropriation $250,000 instead of $500,000, and providing for the bonding of towns along the line. This bill was passed and signed, becoming a law, and during the following summer the towns of Plattsburgh, Peru, Ausable, Jay, Wilmington, Crown Point, Ticonderoga, Moriah, and perhaps some others, bonded themselves to aid in the construction of the road. Early the following summer, contracts were let for building the road from Ticonderoga to Port Henry, 17 miles, and from Plattsburgh to Point of Rocks, on the Ausable river, 20 miles, and during the same season both these branches were completed.

The following winter of 1868 another bill was passed appropriating $250,000 more for aid in construction of the road. This bill was vetoed by Gov. Fenton, notwithstanding a promise he had made to sign it. This put a stop to further operations that year, but the following winter a strong delegation, composed of the friends of the road, went to Albany and pushed the claims of the enterprise so strongly that another bill was passed appropriating $250,000, which Gov. Hoffman vetoed.

NEW ALLIES AND NEW HOPES.

It was now evident that the prospect for further State aid was but poor, and in the following summer of 1869 an arrangement was made by which the Ogdensburgh, Rutland & Burlington, and Rensselaer & Saratoga Railroad Companies agreed to build the line between Port Henry and Point of Rocks, over the inland route, as surveyed by Mr. Green in 1851, which passed near Elizabethtown.

AN OLD ENEMY APPEARS.

This matter was all settled and the prospect was very bright a short time for the completion of the road, when the old enemies of Clinton and Essex counties, represented by the Vermont Central Railroad Company, got wind of what was going on, and true to their determination to prevent if possible any southern outlet for this section, which would tend to divert trade from Boston, stepped in and leased the Ogdensburgh road, and again the bottom fell out.

NEW PROJECT.

And now another plan was tried to get an outlet south from Port Henry, trusting the future for the missing link. In the session of the Legislature in 1870, a bill had been introduced and passed, becoming a law, authorizing the construction of a "Steam Railroad Ferry" across Lake Champlain at Crown Point or Port Henry. This was done with the view of connecting the 17 miles of road already built between Ticonderoga and Port Henry

with the Vermont shore, and thence with Whitehall by a branch which the Rensselaer & Saratoga Company was to build on the Vermont side, thus avoiding the marshes on the New York side near the south end of the lake. In the mean time, the Rutland & Burlington Railroad Company had leased the Plattsburgh & Montreal road (with the Oakes Ames, which had been arranged for transporting loaded freight cars from Plattsburgh to Burlington), the road from Plattsburgh to Point of Rocks, and the road from Port Henry to Ticonderoga, and had obligated themselves to build the line from Point of Rocks to Port Henry, so that again there was a good prospect of an outlet to the south *via* the "Steam Railroad Ferry" to Whitehall and New York.

THE OLD ENEMY SWEEPS THE BOARD.

But at this point the old enemy, the Vermont Central Company, appeared once more, and leased the Rutland & Burlington Railroad, together with all the roads on this side of the lake controlled by the Rutland and Burlington Companies, the Oakes Ames included! As this included everything in the shape of a railroad west of Lake Champlain and north of Whitehall, it did not require any extra amount of sharpness to comprehend that at last the old enemy had got pretty complete possession of the field. This was a grand stroke of policy, and a serious check, but not a checkmate, nothing short of which ends the game.

This was in the summer of 1870. In the winter of 1870–71, the "Steam Railroad Ferry" bill was repealed, so as to prevent the Vermont Central from using that to the hurt of the interests of the New York side of the lake. An injunction was served on the Vermont Central Company, but it was dissolved by Judge James, and in spite of all law and precedent, the bridge was completed, which to-day spans the lake at that point.

"WHEELS WITHIN WHEELS."

And now another complication arose. The Crown Point and Port Henry people had secured their railroad connection south, the Addison branch having been built, and they wanted the bridge sustained, not caring much what became of the interests of those to the northward of them.

So the Whitehall & Plattsburgh Company were divided, and the southern wing being decidedly in the ascendency, the headquarters of the Company were removed from Plattsburgh to Crown Point.

THE SHADOW OF COMING EVENTS.

And now another element began to manifest itself. The Delaware & Hudson Canal Company began to loom up into view. Hitherto the Vermont Central Railroad, although a bankrupt or on the verge of bankruptcy, had

easily vanquished all who opposed its plans, swallowing them up or pushing them aside.

But here was a company whose stock was not for sale at any price, and whose promises to pay were worth one hundred cents to the dollar in any part of the world, and had been any time for the last half century. The men who had struggled so long for a railroad had at last found an ally in the Delaware & Hudson Canal Company, which was strong enough to compete even with the Vermont Central Railroad Company and Eastern capitalists. The Whitehall & Plattsburgh Co. were now divided into two factions; the Vermont Central faction, which was satisfied with things as they were, and the Delaware & Hudson faction, which was dissatisfied with things as they were, and who wanted a railroad from Plattsburgh and Whitehall, but did *not* want it to run through the State of Vermont. The Delaware & Hudson Company had proposed to build a new line complete between Whitehall and Rouses Point, in 1871, commencing that same season with that portion of the line lying between Rouses Point and Plattsburgh, but on account of delays in getting rights of way, it was so late that it could not be completed that season, and so it was not commenced.

THE WHITEHALL AND PLATTSBURGH RAILROAD COMPANY "SCOOPED."

The ensuing winter, at the annual election of the Whitehall & Plattsburgh Company at Crown Point, there was a fierce struggle between the two factions, but the Vermont Central party won by a small majority, and thereupon a long lease of the Whitehall & Plattsburgh Railroad was given to the Vermont Central Co. This virtually amounted to a sale, and the last vestige of the Whitehall & Plattsburgh Railroad was thus lost to view.

"NO COMPROMISE."

Then a compromise was proposed. There was $70,000 of State aid still unexpended, and it was proposed that this should be turned over to the Delaware & Hudson Canal Company, if they would go on and complete the road.

An appointment was made at the Delaware & Hudson Canal Company's office in New York, but before the time came, Mr. Weed, who had been foremost in the struggle all through, received an intimation that the Vermont Central party would refuse, on some flimsy pretext, to agree to this compromise, and, before going to New York, he drew up articles of association for a new company, which was named

THE NEW YORK AND CANADA RAILROAD COMPANY,

and procured the signatures of E. S. Winslow, Andrew Williams, C. F. Norton, Wm. P. Mooers and M. K. Platt, as subscribers to the stock of the

new company, thus making provision for an emergency which he foresaw might arise. He went to New York at the time the compromise meeting was appointed, and, as he had anticipated, the Vermont party did not put in an appearance, but sent a message instead, announcing that they had been "enjoined," and could not come. It is understood that their pretext was some unpaid bills of a contractor who had failed. The pretext was a poor one, but it answered their purpose as well as a better one, and it was seen at once that nothing could be done with them.

Then the question arose what *should* be done. The meeting was in the office of the Delaware & Hudson Canal Company, 71 Broadway, New York. The Company had become interested in the proposed road, and were anxious to push the project through in some manner.

Mr. Weed then made the proposition to organize a new company. The plan struck them favorably, there being present Thomas Dickson, George Talbot Olyphant, LeG. B. Cannon, George H. Cramer and I. V. Baker. Whereupon Mr. Weed drew forth the paper which he had carried with him from Plattsburgh, and it was duly executed and signed. An election of officers was held immediately, and a contract was entered into between the Delaware & Hudson Canal Company and the New York & Canada Railroad Company, by which the former agreed to build the road and take a perpetual lease, paying to the latter thirty per cent. of the gross earnings of the road as rental, providing that an act could be passed by the Legislature, transferring the $70,000 State appropriation still unpaid, to the Delaware & Hudson Canal Company in case they built the road, and also, provided the towns along the line would bond in certain named amounts.

This was in March, 1872. A bill was immediately drawn and sent to Hon. F. W. Tobey, member from Essex, the Legislature being then towards the close of the session. This bill, which was passed by unanimous consent, applied all the provisions as to bonding, &c., to the New York & Canada Railroad Company that had been in the Whitehall & Plattsburgh Railroad bill. Another bill was also passed the same session, giving the $70,000 still unpaid of the $250,000 appropriation of 1867 to the New York & Canada Company upon completion from Whitehall to Ticonderoga, not, however, to interfere with the Whitehall & Plattsburgh Company if they built the road. Another bill was also passed, giving power to the towns to bond. Then Mr. Weed came home, and we all know how hard he worked for this last chance of a railroad on the west side of Lake Champlain. It was up-hill work. The people had been fooled so many times by railroad talk in the last forty years, and had been so recently sold out, that it was difficult to make them comprehend that there was anything short of a swindle at the bottom of any railroad project which might be broached. But a series of meetings was held, and finally the people made up their minds that at last they were dealing with a company who were not only honest but sound, and fully capable of carrying out whatever they undertook.

All the conditions asked for by the Delaware & Hudson Canal Company were fulfilled; the towns were bonded for aid, and the necessary legislative action secured. The same fall (1872) contracts for the construction of the road from Whitehall to Ticonderoga were let, and the next fall and winter from Port Henry to Mullen Brook; and from the head of Willsboro' Bay to the Little Ausable early in 1873. The work on all these contracts progressed favorably, and in the spring of 1874 the contract for the remainder of the line was let, from Plattsburgh to the Little Ausable.

VERMONT CENTRAL SURRENDERS.

When the Vermont Central Company saw that they had at last met their match, and a little more, in the Delaware & Hudson Canal Company, and found that a track was being built right alongside of their own between Ticonderoga and Port Henry, they proposed to sell out their long lease of that seventeen miles, together with the Oakes Ames, the road from Plattsburgh to the Point of Rocks, and from Plattsburgh to Mooers Junction, whereupon the Delaware & Hudson Canal Company bought out all their interest in these roads early in 1873.

So it turns out that after about forty years of patient waiting, Northern Eastern New York has secured to her a railroad connection south. Many of the pioneers in the railroad struggles which we have tried to sketch, however imperfectly, waited long but died without the sight; while many others who were identified in the very first movements are still alive to rejoice in this final result. To Hon. Smith M. Weed too great credit cannot be bestowed, for in this latter struggle, in which it was his fortune to be constantly pushed to the front, he has met and overcome difficulties which would have discouraged a man of less strength and less perseverance.

THE NEW YORK AND CANADA RAILROAD OPEN.

Railroad Communication between New York and Montreal, via Plattsburgh and Whitehall, complete.—The Excursion.—Plattsburgh and Montreal vie with each other in Entertaining the Delaware and Hudson Canal Company and their Distinguished Guests.

That long looked for event, the opening of the new railroad line from Plattsburgh to Whitehall, is an incident of the past, having been accomplished according to announcement the present week. On Tuesday morning, Nov. 16, at 9 o'clock, the grand excursion train started from Albany northward, bringing the directors of the Delaware & Hudson Canal Company, the New York & Canada Railroad Company, with their invited guests. The train consisted of a baggage car, hotel car, seven palace coaches, directors' coach, and an open "Baldwin" coach at the rear, making eleven in all, the whole being drawn by the first class coal burning engine "Saratoga." The names of the company which started from Albany will be found elsewhere.

AT SARATOGA,

where the train arrived about 10.35, a large delegation of citizens from Plattsburgh, including Hon. S. M. Weed, Hon. A. Williams, Wm. Reed, Esq., S. F. Vilas, Esq., Geo. L. Clark, Esq., Henry Orvis, S. W. Holcomb, Wm. Cane, and others, joined the party, and, after a short halt, the train proceeded to

FORT EDWARD,

where another addition of four was made: Judge Wait, of Washington county, Mr. Dwyer, of the Sandy Hill *Herald*, Mr. Hull, and Hon. John Rogers.

AT COMSTOCKS,

where the fine mansion and farm of I. V. Baker, Esq., president of the New York & Canada Railroad is located, that gentleman came aboard, together with his son, Hon. I. V. Baker, Jr., late State Senator. The next stopping-place was

WHITEHALL,

where a dense crowd of citizens was gathered, with the Whitehall band, giving a most hearty welcome to the distinguished visitors. Here the party was joined by Messrs. Hon. Henry G. Burleigh, W. H. Cook, E. Hall.

Hon. W. H. Tefft, of the Whitehall *Chronicle*, and other distinguished citizens of that place.

THE NEW LINE.

Here the train left the old beaten track, which had been in use over a quarter of a century, and plunged through what was, only a few years ago, a trackless waste, over the road which all Northern New York had long hoped, with fear and trembling, might be built some day in the long distant future. Passing out through the tunnel, and down past the old steamboat landing, the train sped across the long trestle-work which spans South Bay, and on northward, over the marsh, where hundreds of thousands of dollars were sunk before the bottom was found for the railroad. All along here at intervals can be seen the evidences of that nearly unfathomable marsh, in patches of mud which have been heaved up out of the water, alongside the track and parallel to it, and giving something of an idea of the immense amount of filling which has been swallowed up here; while at intervals may be seen the old cast-off canal-boats, as well as huge timbers and trees which were sunk underneath the roadbed, the ends of which are visible on either side of the track, forced up at a sharp angle by the sinking of the portions which lay under the road-bed, or where they were long enough to extend across it, bent or broken. At first the lake is very narrow—a mere sluggish, dirty creek, spanned on either side by abrupt banks; but presently it expands into a wet marsh, with a channel winding through it, the crooks and turns of which—marked by lighthouses—are remembered by the pilots of the Lake Champlain steamers with anything but pleasure. But the day is past for twisting the large steamers through this tortuous channel, now that the railroad is built, leaving the head of the navigation at Ticonderoga—thirty miles north.

On speeds the train, winding in and out along the crooked shore; soon a succession of rock cuts is reached, slight at first, but presently increasing to thirty, forty, sixty feet in height—the outlying spurs of the most southerly range of the Adirondacks, which lies between Lakes George and Champlain, the abrupt termination of which is finally reached

AT TICONDEROGA,

in Mt. Defiance, close to the base of which the track clings. Stopping a moment at the magnificent curved dock which has been built here for a steamboat landing, on the train goes again, in plain sight of the

RUINS OF OLD FORT TICONDEROGA,

where something like ten millions of dollars had been spent by various powers, until one morning, about a hundred years ago, General Burgoyne planted a battery on Mt. Defiance, commanding not only the fort, but the

passage of the lake, and learned the United States Government the bitter lesson that their fortification was useless, and that the money expended upon it had been thrown away.

The lake has now expanded into a handsome sheet of water, from one to three miles broad. Away goes the train past the Lake George branch railroad, over the long trestle-work across Lake George outlet (which ought to have a better name forthwith), and the swamp on the south side. Immediately on getting across the stream, a rock cut is entered, which grows rapidly forty or fifty feet high, and soon ends in a tunnel 300 feet long, which burrows beneath the historic ground that has been the scene of so much military strife and bloodshed. To the north of this the track leads across a level country, alongside the old track of the defunct Whitehall & Plattsburgh Railroad, of which more is said in our "historical sketch" this week.

The Green Mountain range, in Vermont, is in plain view all along the route—or would be if it were not for the fog—and occasionally through clefts in the next chain of mountains north—Kayaderosseras range—may be seen glimpses of the higher peaks beyond. Seven miles north is

CROWN POINT,

the most noticeable feature of which is its two magnificent blast furnaces and its branch railroad, owned by the Crown Point Iron Company, and extending thirteen miles up the valley of Put Creek to Hammondville, where the mines are located. Here, notwithstanding it is raining hard, a crowd of people is gathered with a band in full play, while waving banners and a salute join in the welcome. The range of mountains already alluded to is gradually approaching nearer and nearer as we go northward—its direction, as that of its four fellow ranges, being from southwest to northeast. Now a remarkable cleft appears, and just at the right of that, the bold, high forehead of

BULLWAGGA MOUNTAIN

towers above the shores of Bullwagga Bay. Along the border of this bay another series of very heavy rock cuts is encountered, there being hardly room for the railroad track and wagon road, they being separated by a high board fence, perhaps to prevent horses getting frightened at their iron brother, which goes puffing along within ten feet of them.

Now the train approaches

PORT HENRY,

where another large concourse of citizens, another band of music, another salute, give a warm welcome to the handsome train and the distinguished visitors, while the whistles of locomotives, blast furnaces, and steamers, in-

cluding the "Vermont," which lies at the wharf on her way north, together with waving of handkerchiefs from every window, join in the demonstration. Passing the junction of another private railroad, seven miles long, which runs to the Iron Company's mine, at Mineville, up on the hill, the stout old locomotive Saratoga whirls its long train through the side rock cut eighteen feet deep, extending along the entire length of the village, then across another fill, and through the tunnel 300 feet long—at the old furnace—which is approached on the south by massive protection walls of solid masonry. To the northward of this tunnel the track passes four miles at the base of an almost continuous cliff, and a succession of heavy rock cuts and fills, including among the latter "Rattlesnake Den," a historic name—as old as the written history of this region—given to an amphitheatre in the rocks, crossed in front by another almost bottomless fill.

Four miles to the north the scene again suddenly changes.

AT MULLEN BROOK,

the track leaves the shore of the lake, to which it has clung closely the whole distance from Whitehall, crossing the cape known as Barber's Point. Here we find what has not been encountered since leaving Whitehall, level cultivated fields on either hand, and a general toning down of the landscape, most grateful, after crashing along past precipices at short intervals for thirty miles or more. Six miles across this charming landscape brings us to the site of

WESTPORT DEPOT,

about half a mile west of the town, where another enthusiastic crowd is assembled to welcome the visitors. Here we pass over a bridge under which crosses at right angles the turnpike to

ELIZABETHTOWN,

eight miles up among the mountains. A short distance north of Westport are encountered at first a short series of rock cuts, the only trace of the Split Rock mountain range which the track crosses, Split Rock mountain itself lying off to the eastward—a large mountain mass, with a precipitous lake front. Now we emerge into the

BOQUET VALLEY,

near Wadham's Mills, crossing the river—which flows quietly along between cultivated banks—to the west side. We have passed Raven Mountain farther back, and glorious views of the Giant of the Valley, Hurricane, and their neighbors are afforded hereabouts, and of the Green mountains always to the eastward. At

WHALLONSBURGH,

six miles north of Westport, the river is crossed again to the east side, and now we are trundling down the handsome, well-cultivated valley of the Boquet, which here stretches out into a broad intervale. To the west, half a mile, is Boquet mountain—one of the members of the Willsboro mountain range in which is included Dix's Peak, and several other first-class mountains, and under the brow of Boquet is the little village of Boquet, once the scene of great iron works, which have long been abandoned, and the place nearly deserted. To the eastward of the track, a mile and a half, is the village of Essex, which is, it is said, to be left out in the cold, without a depot or steamboat landing, the citizens having concluded to repudiate their bonded indebtedness to the railroad company, whereupon the company rationally concluded that if the people considered the road of no more consequence than that, they would let the town of Essex get along without these advantages. Further on, the valley contracts, rocky banks and cliffs appear on either side, the stream brawls noisily along below, and soon we cross it once more, a short distance above

WILLSBORO FALLS,

named after the pioneer settler of Essex county, William Gilliland, who established a colony here considerably over a hundred years ago. A little to the northward of the bridge is the site of the depot which is being constructed.

Now the track passes on over a rough, broken country for a short distance, and soon the head of Willsboro bay is reached. And here commences a seven mile section which has already been spoken of several times in these columns. On this seven miles, the rock cuttings are almost continuous. The track runs about 90 feet above the surface of the lake, and for a long distance there is an almost continuous sheer precipice below, while above on the left the perpendicular wall grows, as we move northward, to a greater and greater height until it finally culminates in the great

RED ROCK CUT,

a smooth perpendicular precipice 105 feet above the track at the highest point, while below it also extends ninety feet down to the water's edge. 100 feet from the edge of the water here, the bay is 210 feet deep, and the track runs on a shelf, half way up the perpendicular precipice nearly 200 feet high. A halt is made here to give all a chance to view this wonderful piece of work, and then the train creeps along on the side of the cliff through

THE TUNNEL,

600 feet long, one of the handsomest tunnels ever constructed, its course being on a symmetrical curve, and the shape of it a perfect arch. The south entrance to this tunnel is through a rock which sparkles in the sunshine as if it were composed of crystals, which it is in fact, while at the northern face there are two cracks on the perpendicular wall above the opening, which converge from above downwards directly towards the center of the arched opening in such a manner as to give a most striking resemblance to a massive keystone of the arch, as if nature had marked here in the everlasting rocks, ages ago, the emblem of the Old Keystone State, which was destined to furnish the men who possessed the courage and the capital to undertake the task of overcoming such obstacles as these!

This succession of rock cuts along the face of Willsboro mountain is the termination of the fourth great range of mountains from the south. Passing on still, the track crosses

HIGBY'S GORGE,

but little less in depth than the great Ausable chasm, and spanned by the largest bridge on the line—one hundred and sixty feet long—which rests on the solid abutments constructed by nature. At the bottom of the gorge are the remains of an old sawmill, long since gone to decay.

The remainder of this series of cuts, which gradually diminishes to the north, is soon passed, after which the course lies across an immense earth fill beneath which a small stream passes through a culvert; then across the valley and around Trembleau mountain, and its three mile rock cut to Port Kent. Trembleau mountain is the termination of the most northerly and last of the five mountain chains, which includes Tahawus and half a dozen other first-class mountains.

AT PORT KENT

another ovation is in store—a large crowd from Keeseville and Port Kent gathered at the depot, with the Keeseville cornet band and a cannon which speaks a hearty welcome. A short halt, taking aboard Hon. Winslow C. Watson of Port Kent, and several citizens of Keeseville, and the train speeds on its last stage. Wickham Marsh, the two estuaries of the Ausable and the Little Ausable, are soon left behind when we emerge upon a broad plain which stretches away to the west, giving a fine view of the highest of the Adirondack mountains, southward, and Mt. Lyon farther to the north.

At half past four the train reaches Plattsburgh, having made the distance from Albany in seven hours and a half—the shortest trip on record.

Plattsburgh turned out *en masse* to witness the advent of the train which signalized the opening of this great through line. The word

"WELCOME"

blazed in gas jets from the front of the Fouquet House, and the Plattsburgh cornet band was in full force, playing at its best. The visitors were welcomed to the hotel by the committee.

THE DINNER.

In the main dining room the tables had been set together with side tables extending through to the office. The rooms were decorated with flags, and the tables were bountifully provided with whatever substantials and luxuries the season afforded.

SECOND DAY.—ON TO MONTREAL.

On Wednesday morning the party started at 8.30 for Montreal. Passing around by Mooers Junction to Rouses Point—the proposed link from West Chazy to the latter place being yet uncompleted. No halt was made until the train reached Rouses Point, but at every depot crowds of citizens were gathered to welcome the visitors. In fact the whole trip from Whitehall had been one continued ovation. The windows of almost every house in sight of the line, from the most costly mansion to the meanest log hovel, having been filled with lookers on with waving handkerchiefs, while nearly every man, woman and child, from those clothed in purple and fine linen, to the ragged, barefoot children, seemed to fully understand the significance of the excursion, and expressed some token of welcome.

AT ROUSES POINT

there was a dense crowd, and a grand salute, and after a short halt, during which the stout old iron horse, I. V. Baker, turned himself about and went to the rear of the train. On we go. And now, another mile, the line is crossed, and away the visitors speed across the level plains of Canada. There is a universal expression of surprise at the cultivated fields which now lie on either hand as far as the eye can reach, which are divided up into narrow farms, only twenty to fifty rods wide, but extending almost endlessly lengthwise. There is no finer farming country in eastern New York than this; the soil is rich, and lies as level as the surface of the lake which is now left behind. But the farms are run down to the lowest ebb by a constant uncompensated drain upon the land by the old fashioned farmers, who need a little infusion of Yankee enterprise in order to produce the best results. Twelve miles brings the train to the ancient city of St. Johns—over two centuries old—into which the whole population of Chambly county seems to have poured itself to welcome the first train from New York. The Stars and Stripes, or the Cross of St. George, is floating from almost every building—the band plays Yankee Doodle and Hail Columbia—the Mayor

of the city reads short addresses of welcome from the Board of Trade and from himself in behalf of the city authorities. President Dickson replies, and the train moves on amid the cheers of the multitude and the booming of cannon. From St. Johns the course lies for thirteen miles along the path of the old St. Johns and Montreal railroad, which was completed in 1836—the first line of railway at that time north of Albany. At Lacadia, this old line—which was furnished with the "snake-head," or strap rail, and which has been abandoned for many years—diverges to the left from the course the present one takes: its terminus having been Laprarie. Seven miles further takes the train to

ST. LAMBERTS,

the junction of the Grand Trunk Railway. Glimpses of the St. Lawrence have been visible for some time, and soon its broad surface comes into full view, together with the

VICTORIA BRIDGE,

nearly two miles long, and supported by its twenty-seven piers—one of the grandest, if not *the* grandest structure of the kind on the continent. The approach to this bridge is by a curve, which describes considerably more than a half circle, giving a fine view of the bridge, with

MOUNT ROYAL AND MONTREAL

beyond. The train glides into the huge iron tube like a monster snake into its hole; the darkness of midnight envelopes the passengers, relieved only by flashes of light at the openings; the colored porters hasten to light the lamps; five minutes more and the "I. V. Baker" rushes out at the other end, as if in fright at this strange experience, and five minutes more, at 12.30, lands its burden in the beautiful city of Montreal, where the company is soon in comfortable quarters at the two principal hotels, St. Lawrence Hall and the Ottawa.

MONTREAL ENTERTAINS HER GUESTS.

Shortly after crossing the line, invitations from the Montreal city authorities had been put into the hands of every passenger on the train to a *dejeuner* reception at the Corn Exchange at 3 P.M., and at that hour the company repaired to this building on St. John's street, in the hall of which covers had been laid for 300 guests. The tables were provided with cold meats, game in abundance, and other substantials and luxuries, and coffee and ginger pop flowed freely.

After the repast a deep-toned gong resounded through the hall, when his Worship Mayor Hingston rose to his feet, and tendered the city's guests a most hearty welcome.

On Wednesday morning the guests embarked on board the train with conductor Stone, of the Grand Trunk, in charge to Rouses Point, and conductor Corbin, of N. Y. & C. R. R., thence to Plattsburgh.

Upon the arrival of the train at Plattsburgh, the visitors all left the cars and stood upon the platform and gave three rousing cheers for the people of Plattsburgh. To this Mr. Weed replied:

Gentlemen—On behalf of the citizens of Plattsburgh, I thank you for this kind expression of friendship. We do not, however, consider that you are under any obligation to us for your entertainment. Our position is different from yours. We were delighted to entertain the President and Directors of the Delaware & Hudson Canal Company and their friends, because we recognize in them those who had at great expense, and with wonderful enterprise opened an outlet for us—had given us a railroad connecting us with the rest of the civilized world upon the south of us. The period which marked the completion of this vast work was a happy day for us individually and collectively, and we were only too thankful for an opportunity to show our gratitude to you. We thank you, one and all, for this visit to our county, and hope in the future you may find your way here again, and I can assure you for all the good people of this village, whether you come singly or all together, you will always find the latch string out, and will receive a warm welcome at our hands. May you, gentlemen, all reach your homes in safety, and with this wish on the part of the citizens of Plattsburgh, I bid you adieu.

At the conclusion of the remarks, three cheers and a tiger were proposed and given for Hon. Smith M. Weed by the excursionists with enthusiasm. Mr. Wyman then responded briefly on behalf of the visitors—three cheers were given by the citizens for the Delaware & Hudson Canal Company, and the train moved on its way to Albany.

From the Albany Evening Journal.

THE RAILWAY EXCURSION.

The Formal Opening of the New York and Canada Railway.

The Metropolis of America Linked to "The Queen City of the Dominion."—The Story of the Great Excursion.—Plattsburgh and the Brilliant Plattsburgh Banquet.—A Flying Visit to Montreal, and Montreal's Dejeuner to Her Guests.—Incidents of the Trip, the After-dinner Speeches, and Who Made Them, &c., &c.

The New York and Canada Railway excursion, an excursion which, beginning bright and early Monday morning, ended not until late this Thursday evening, was without doubt one of the most notable and enjoyable celebrations of the kind that ever took place in this country. Let me see if I cannot partially open to your readers the secret of its brilliant success.

The elements that go to make up a railroad excursion, "as is an excursion," are first, good company; second, good scenery; third, a good objective point; fourth, good meat and drink; fifth—but never mind the rest; the four elements I have mentioned would seem to include all the essentials. Now, the excursion from Manhattan to Montreal was strong in each one of these particulars. Good company? I should say so. First, there was Thomas Dickson, President of the Delaware and Hudson Canal Company, the host of the party, and at all times a host in himself—a man in whose make-up geniality and dignity are admirably blended, who is as winning, socially, as he is mighty when it comes to business; there was Sam Sloan, President of the Delaware, Lackawanna and Western line, one of those sturdy North of Ireland men who always make their mark, a magnate as full of fun as he is of force; there was Galusha A. Grow, the distinguished ex-Speaker of the House of Representatives, one of Pennsylvania's most gifted and cultured sons; there was Augustus Schell, that shining light of Manhattan Island's celebrated Manhattan Club; there was the irrepressible Gen. Diven, of Elmira, whose flow of spirits was at the flood during all the hours of the trip; there was Dr. Cattell, the eloquent and cultured President of Lafayette College, than whom the Keystone State has no warmer admirer or more sturdy champion; there was Chancellor John V. L. Pruyn, Henry R. Pierson and Joseph H. Ramsey, worthy representatives of Albany; there was LeGrand B. Cannon, of New York, discoursing as one having authority on railroads and steamboats and the State of Vermont; there was Webster Wagner, in whose sumptuous and comfortable palace cars the excursionists were "transported;" there was Smith M. Weed, of

Plattsburgh, whose name is closely identified with the New York and Canada Railway, and who, as much as any one man, is entitled to the credit of pushing the project through; there was Judge W. W. Campbell, of Cherry Valley, rich in reminiscences of the country passed through, and of the laterals and branches of the Delaware and Hudson Canal Company. But time and paper would fail if I attempted to name and properly characterize all the prominent men who went on the great excursion. Coe F. Young, the general manager of the Delaware and Hudson Canal Company, and also general and particular and most successful manager of the excursion; the wonderful Captain Wyman, of New York, one of the best after-dinner or before-dinner speakers on the continent. With their names I will conclude this list of "personals."

But not only was there good company, there was good scenery in great variety. From New York to Albany the ever-shifting panorama of the unequaled Hudson rewarded the eye. Albany reached and passed, it was not long before a magnificent view of Cohoes Falls—which just now are at their best—presented itself as the cars passed slowly over the bridge that spans the Mohawk. Following the fading of the falls from view came, for the sake of contrast, a stretch of country which only seemed made to serve as a background for the oft-repeated legend, "Use the Rising Stove Sun Polish," and then the bold peaks of the Adirondacks gladdened the sight. Further north, the ruins of Fort Ticonderoga kindled the flame of patriotism, and then burst upon the enraptured vision of the tourists the manifold charms of grand old Lake Champlain. Across the glancing waters the Green Mountains of Vermont, changed into the White mountains by the touch of the snow, contributed Mount Mansfield and the "Camel's Hump" peak to the scene, while the bold, red rocks, along which and through which the road runs, rising like the Hudson palisades, were a constant source of wonder and admiration. And then, after the lake country, a long stretch of unattractive level country, serving as an effective foil to the mighty St. Lawrence which succeeded it.

I think it is evident, even from this imperfect outline of the wonderful picture which was unfolded between New York and Montreal, that the scenery of the excursion was worthy of the excursionists. I have only to add in this connection what I am sure all your readers will concede, that quaint old Montreal was as attractive an objective point as could have been selected for the excursion, notwithstanding the lateness of the season. I mentioned good eating and drinking as among the essentials of a successful excursion, and who says to the contrary? Of course we all know that man cannot live by bread alone, but it is equally certain that he cannot live and enjoy himself on an empty stomach. Theorists

> "——— may talk as they please about what they call pelf
> And how one never ought to think of one's self;
> How pleasures of thought surpass eating and drinking,"

but every excursionist knows that the conviction, the realization that the bread is to fail not, and that the water is to be made sure, add appreciably to his good time. Now, to convince the most sceptical that bread and water, using those terms in their largest and most inclusive sense, were furnished on the occasion in question to the satisfaction of all hands—meaning all mouths—I need only mention the name of Breslin, of the Grand Union, Saratoga, and of the Metropolitan, and Gilsey of New York, as caterer of the expedition. Nobly he did his part, and his is a blessed memory. (Another of those little birds, please.)

THE BANQUET AT PLATTSBURGH.

The whole line of the New York and Canada Railway was formally "opened" by the great excursion, but that portion of the road which is really brand new, which the excursion train was the first to pass over, is included between Port Henry and Plattsburgh. Plattsburgh, one of the most attractive and picturesque of our northern towns, has long sighed that after navigation closed on Lake Champlain her people were substantially "shut in" and deprived of conveniences for traveling south. Said a citizen of Plattsburgh to your correspondent: "I've sometimes left home in the winter to go to Albany or Troy, and after a day's travel I'd be about opposite Plattsburgh, in Vermont, on my most *direct* route to my destination." After a long experience of this sort of unpleasantness, it was only to be expected that the opening of an air line connecting Plattsburgh with New York would fill the hearts of all good Plattsburghers with pride, thankfulness and great delight. And so, indeed, it was. When the excursionists stepped out of the depot at Plattsburgh, Tuesday afternoon, they found the entire town—men, women and children—intoxicated by the great occasion. A dozen fourth of Julys condensed and flung upon the town at once, in connection with as many circuses, would have failed to so arouse and excite the inhabitants. And hence the grand banquet on Tuesday evening, at which the "joy was unconfined," and the common feeling found full and appropriate expression. The tables were loaded with all the delicacies of the season, and Lucullus himself would have found it hard to suggest an improvement. I have no doubt that the groaning of the tables could have been heard clear across the lake, in Vermont, in case the wind was favorable. But although the banquet was very good, the postprandial feast of reason was even better. Indeed, many of those who have had much experience in such matters bore testimony that they had never heard cleverer after-dinner speaking. All the speakers had something to say, and with scarcely an exception their remarks were timely, well put, and alike felicitous in thought and expression.

The rest of the story of the great excursion can be told in a brief space.

At various points along the line, at Whitehall, Crown Point, Port Henry and Port Kent, the excursion train was met by brass band and waving flag and other evidences of rejoicing. Nearly all of Tuesday a brisk rain was falling, but the crowds were present at the depots along the route, with hearts light enough to be superior to the bad weather. The party remained over Tuesday night at Plattsburgh, and on Wednesday, after an early breakfast, set out for Montreal. After a run of twenty miles, Mooers Junction was reached, and from thence the train sped to Rouses Point, where the road strikes the Grand Trunk line. At the Point a fresh engine was harnessed to the Wagner palaces, handsomely decorated with the Union Jack and the Stars and Stripes. At St. Johns, a halt was made, long enough to allow the Mayor and President of the Board of Trade of that place to express their good will toward the new enterprise. President Dickson made an appropriate response, after which the train started amid the cheers of the friendly St. Johns people, who were present at the depot in large numbers. The great Victoria Bridge, built of boiler iron, with which the St. Lawrence is spanned, and by which Montreal is reached by the new road, was reached about noon, and a few minutes later the excursionists were safely housed from the bitter cold—and it was really bitter—in the comfortable St. Lawrence Hall, one of the leading hotels of the city. Shortly before the train reached Canada, each of the excursionists received the following invitation :

SIR,—The Mayor and Aldermen of the city of Montreal request the pleasure of your company at a *dejeuner* reception of the delegation from the United States, on the occasion of the opening of the New York and Canada Railway, at two o'clock on Wednesday afternoon, the 17th inst., at the Corn Exchange, St. John street.

CHAS. GLACKMEYER, City Clerk.

There was a couple of hours to spare before the *dejeuner* reception claimed the party, which each improved according to his inclination. Some visited the imposing Cathedral, others the Church of the Jesuits, with its beautiful frescoes, others the leading shops in the city. It is said—I will not vouch for the story—that the dealers in coats and gloves did a thriving business Wednesday afternoon, and remarked, as they added up their day's sales, that they considered the New York and Canada Railway an enterprise that deserved encouragement.

The banquet at the Corn Exchange was attended by the excursion party, 300 strong, and the leading business and professional men of Montreal. The rooms of the Exchange are handsome and commodious, so that there was ample room enough for all. The table was laid with all the solid delicacies of the season, and was noticeable for the absence from it of any liquor stronger than ginger beer. This commendable peculiarity of the banquet was the text around which much of the humor of the occasion crystalized itself.

From the Albany Argus.

THE NEW ROUTE FROM ALBANY TO MONTREAL.

To-day the first train of cars will run from New York to Montreal over the new and continuous line by way of the New York & Canada Railway. This is an important railroad event. It gives a through route from the Metropolis, on the west side of Lake Champlain, and through New York territory to the Canada line. It is in fact a new trunk line, running without change of cars, and connecting Albany and New York city by a direct route with the most important and flourishing city of the Dominion of Canada.

A railroad on the west side of Lake Champlain has long been the dream of the people of Washington, Essex and Clinton counties. And for years it was only a dream. Where the capital was to come from to carry forward to completion such a gigantic enterprise was a mystery. For years the assessed valuation of the whole of Essex county was only three million of dollars, and this, too, in the face of the fact that her mountains contained iron ore enough to supply the world. But all this vast wealth was unavailable for lack of avenues of communication and of transportation. A railroad could not be constructed and equipped through that county alone for the entire assessed valuation of the property, as stated above. It is proper to say, however, that of late years the iron trade has been stimulated and developed to a sufficient extent to raise the assessed valuation of Essex to six millions. The construction of this road will result in adding millions more to the taxable property of the State.

Perseverance and energy will overcome the greatest of obstacles. Were it not so, this through line would still be a dream, its reality to be developed in the distant future. The leading spirit in bringing this enterprise before the public, and in promoting it in every possible way, is the Hon. Smith M. Weed. For several years in the Legislature he urged the importance of the project, and succeeded in securing some assistance from the State, on the ground that by providing communication with the mining wealth of the northern counties, the value of the mines would be enhanced and the taxable property of the State greatly increased. From small beginnings, under circumstances of great discouragement, the enterprise attracted the attention of the Delaware & Hudson Canal Company. That corporation was to accomplish with comparative ease what others, less far-seeing, would be unwilling to undertake. An investigation of the project developed the fact that its accomplishment would be of great interest to that corporation, and it resolved to take the hazard and to incur the expense. The Delaware & Hudson Canal Company can now place their coal at the doors of the forges and furnaces on Lake Champlain, and take the rich ores of Essex and Clin-

ton to the iron manufactories and coal regions of Pennsylvania. Added to this advantage is the immense through business of freight and travel between Montreal, Albany and the seaboard. This route to Montreal will henceforth be the most direct, the shortest and the most popular. The distances are as follows: From Albany to Whitehall, 77 miles; from Whitehall to Plattsburgh, 91 miles; from Plattsburgh to Rouses Point, 32 miles; from Rouses Point to Montreal, 50 miles, making a total distance from Albany to Montreal of 250 miles.

The enterprising village of Plattsburgh will be largely benefited by this new route, and the incorporation of the city of Plattsburgh is an event not a long way in the future. Other villages will be benefited in like proportion, and the whole region will experience a stimulus of business and enterprise from the completion and operation of the new road.

From the N. Y. Evening Post.

A NEW ROUTE TO CANADA.

Opening of the New York and Canada Railway.—Difficulties of its Construction.—Dining and Speaking.

Albany, November 18, 1875.

On Monday evening a number of persons, invited guests of the Delaware & Hudson Canal Company, left New York for Montreal in the cars provided for them by their entertainers, and after a quick journey to Albany joined the remainder of the party at the Delavan House. Among the excursionists were R. L. V. Pruyn and the Rev. Dr. Reeves, of Albany; Galusha A. Grow, Judge Waller, and Samuel Sloan, of Pennsylvania; President Cattell, of Lafayette College; Messrs. Augustus Schell, LeG. B. Cannon, Roosevelt, Vermilyea, and many others from New York, besides representatives of the press from different parts of the country. The occasion of the excursion was the opening of a new railway route to Montreal by way of Plattsburgh, and the western shore of Lake Champlain, over the recently completed New York & Canada Railway.

This road extends along the lake to Rouses Point, and there connects with the Grand Trunk Railroad to Montreal. It renders accessible at all seasons of the year a region abounding in mineral wealth, the resources of which are hardly developed at all as yet, and provides a comfortable and pleasant way of reaching the Adirondacks and the summer resorts of Lake Champlain by rail. It also—and this was undoubtedly the principal object which its owners had in view—enables the Delaware & Hudson Canal Company to carry its coal directly to Montreal and the surrounding country without transhipment, which must, it seems, give them a great advantage in that market. The distance between New York and Montreal is lessened by about forty miles by the new route, but, by reason of greater facility in making connections at Albany, the gain in time will be at least five hours. This is, of course, a very important consideration to travelers between the two cities.

We left Albany at 9 o'clock on Tuesday, in a special train of six or seven drawing-room cars, with an observation car and lunch cars attached. The road from Albany to Port Henry has been in operation for some time, but from that point to Plattsburgh it has just been opened. For most of the way the train runs in sight of the lake, and the fine outlines of the Green Mountains of Vermont, now covered with snow, are conspicuous upon the farther shore. Deep bays and wooded islands are passed at intervals, and at last we reach the crowning feature of the enterprise, a triumph of energy and of engineering skill. Those who have sailed up or down Lake Cham-

plain will remember how, a little below Plattsburgh, the mountains approach the shore, and have doubtless admired the picturesqueness of the high, rocky cliffs which here overhang the waters of the lake. The face of these cliffs is quite perpendicular, and the deepest part of the lake is at their base. A few years ago it was deemed folly to talk of building a road of any kind along this shore, but the impossible has been accomplished. The rocky mass rises to a height of nearly two hundred feet above the lake. From the top downward to a line about half way down the face of the cliff, the rock—a hard, tough gneiss—has been blasted away, and a ledge has thus been formed, following the irregular outlines of the shores for about nine miles, and upon this the railway tracks have been laid. To be whirled along this ledge, with its many turns and constant surprises, is a novel and not unexciting experience. On the one side the smooth wall of rock, so near that it seems as if one could touch it with the hand, towers above the head to the height of nearly one hundred feet. On the other the eye looks down into the deep pure waters of the beautiful lake, lying peacefully at nearly the same distance below.

Willsborough Bay, whose curving shores hide for a time the "broad lake," is a large land-locked sheet of water, and must in summer time be very lovely as seen from the passing trains. We pass through a tunnel six hundred feet long, and at several places, where to follow the line of the shore with its acute projections was impracticable, short cuts have been made, leaving towers or bastions of natural rock between the road and the lake. For nine miles we thus passed along the edge of the cliffs, and crossed the deep gorges through which the mountain streams reach the lake. Then we turned a little away from the shore for a time until we again came upon it at Plattsburgh, where we remained for the night as the guests of the people of the place, and were most hospitably entertained. The dinner at Fouquet's was fitly presided over by Mr. Smith L. Weed, to whose persistent efforts through many years the building of the road is largely due. The next (Wednesday) morning we went on to Rouses Point, and from there to Montreal over the Grand Trunk Railway. By the time we reached that flourishing city, the party numbered more than two hundred and fifty. It was a peaceable invasion, but the effects were soon noticeable in the streets and shops of our British cousins. Our reception was cordial, and at a collation given us by the city government, speeches were made expressive of hearty good will between the people and the two countries. Among the speakers were the Mayor, John Young, Messrs. White and Workman (the rival candidates to the recent hotly-contested election for Montreal West), and Mr. Alderman David. Mr. Dart, Consul-General, Galusha A. Grow, R. L. V. Pruyn, President Cattell, and John C. Wyman, whose impromptu speeches here and at other points were of the best, spoke in behalf of the

Americans. An amusing characteristic of the speeches made by the Canadians was the extreme earnestness with which every one of them strove to impress upon us the fact that there was not the slightest feeling among them in favor of "annexation." On our part there was only one single allusion to the subject, and that in a purely sportive way.

The excursion party left Montreal this morning, and reached Albany after a pleasant ride of little more than ten hours. The Pacific Express Train considerately waited a short time for the New York delegation, and thus enabled us to make the quickest trip ever made between Montreal and New York, and to reach home in good season the same evening.

The excursion was very well managed and greatly enjoyed by the company's guests, and I think all were convinced that the new route is an important addition to our system of railways. Credit is certainly due to the far-sightedness which led Mr. Dickson, the president of the company, to take hold of the struggling enterprise, and to give it the benefit of the energy and skill which have made the Delaware & Hudson Canal Company so prosperous under his management.

From the Albany Argus.

NEW YORK AND CANADA RAILWAY.

The Excursion Trip to Montreal.—Something of the Valley of the Champlain.—The Banquets at Plattsburgh and Montreal.—Reception at St. Johns, and Sentiment of the People.—History of the Company, etc.

[CORRESPONDENCE OF THE ARGUS.]

By this time your readers are aware that the grand excursion trip over the new railroad known as the New York and Canada, and under the management of the Delaware and Hudson Canal Company, has terminated, and I am pleased to say that throughout it has afforded a three days' feast of pleasure, as every individual who had the good fortune to participate in it must now testify. Although an event of the past, yet the memory of the agreeable associations connected with it will be lasting, and the New York and Canada railroad, a road built upon rocks (not sand), will stand the test of years, and storms of misfortune can buffet with little effect against the stupendous enterprise. To the Delaware and Hudson Canal Company, which so gratefully entertained its friends on this occasion, as on many previous ones, too much credit cannot be given, and an organization that will make itself so popular with the public must in return reap the reward of public favor.

Tuesday morning the excursionists who were to take the first journey ever made over the new road, repaired to the Rensselaer and Saratoga depot in the city, and took possession of the palace coaches there awaiting them. The train consisted of nine drawing-room cars, two baggage cars which were used as lunch rooms, and a new locomotive decorated with American colors and christened the Saratoga. At nine o'clock the party was off, and the trial trip had fairly commenced. Never before has it been my pleasure to meet and see together such a large body of noted railroad men, and each and every one of them seemed delighted to think that the day had arrived when the journey from Albany to Montreal could be accomplished through a country rich in its mineral resources, as it is noted for its fascinating mountain scenery.

FIRST DAY'S TRIP.

All along the road where settlements were, the scene was one of more than ordinary excitement, yet the high degree of enthusiasm was not displayed till after we were far away from Saratoga and nearing the enterprising

town of Whitehall. Here quite a crowd had congregated, and in happy glee, with a brass band and cannon to lend enchantment to the scene, the first real true sentiment was manifested. Our train remained long enough to take on board additional guests, and then moved on. At Crown Point there was a similar jubilee on the part of some of the residents, and likewise at that famous historical spot held so sacred in the mind of every American, Ticonderoga. Before reaching this last named place there is a trestle-work bridge and draw over Ticonderoga creek, which is a half mile in length. Next we passed through the first tunnel of the new road, which runs directly under the old burying ground, and is sufficiently wide for two tracks, and is four hundred and twenty feet long. It is a splendid piece of workmanship, and reflects credit on the engineers who gave it their close attention. Let me say here that the entire length of the new road has been made broad enough for a double track as soon as it shall be deemed well to have such. Shortly after leaving Ticonderoga, Messrs. Breslin & Gilsey, the well-known caterers, announced that lunch was ready, and while some of those present sought the inviting apartments of the baggage cars to partake of a sumptuous spread, others entertained themselves in paying close attention to affairs outside, rather than those of an inside nature. At Port Henry the people were out in goodly numbers, and were quite enthusiastic in their plaudits. The two large blast furnaces there, the Bay State and Cedar Point, sounded the whistles of their engines, and the excitement among the assemblage was intense for a time. Three miles north of Westport is one branch of the Boquet river, over which is a span bridge one hundred and fifty feet long, and two miles north of the same village the highest ground of the road bed between Montreal and New York is reached. It is known as Greeley's Summit.

After leaving Stone Bridge, the road runs inland about twenty miles, and does not reach the Lake Champlain shore again until Willsboro bay is reached. Whallonsburg is the next station after Westport. There is a 162 feet span bridge over the second branch of the Ausable. This river is very circuitous in its route, and for a narrow river its windings are wonderful. The third and last branch is crossed at Willsboro bay by a bridge 140 feet long and 65 feet above water. Unlike the other bridge, this one is a deck structure. The Niagara bridge company built them all. From Willsboro bay to Port Kent there is a piece of road not excelled by any in this country. It is formed on a ledge of solid rock, and runs from ten to eleven miles. In accomplishing this work the rocks to be split off were bored with the modern steam drills. Holes were sunk thirty feet in many instances, and in those were placed either nitro-glycerine or giant powder, the most powerful explosives known to man. The shocks caused by making such blasts and the direct results were great. In one case where

a very powerful charge was ignited, some 3,000 cubic yards of stone went flying in all directions. The noise was heard in Vermont, nine miles across the bay. The maximum grade of the road is placed at thirty feet, and the maximum height above Lake Champlain water line is one hundred feet. The rocks tower up in some cases as high as one hundred and twenty feet, and the trickling of water down their crevices gives them a romantic appearance. As to their geological nature, they are principally of limestone formation, but the natural softness of the rock is rendered hard by the iron pyrites which are scattered through it. They present a rusty face appearance owing to the action of the elements upon them. On reaching Port Kent, the next stopping place after Willsboro bay, another reception was given at the depot. North of this station there is a sand and gravel bank about one mile long and sixty feet high. The north and south branches of the Ausable river are crossed a short way from here by span bridges of 150 feet each. North of the last branch is the Little Ausable, which is crossed by a bridge 100 feet long.

The Salmon river is next reached, and over it is a sixty feet bridge. It was left for the people of the flourishing village of Plattsburgh to honor the excursionists by a grand reception, and they took good care to make the greeting a happy one. The day had been gloomy, and rain had visited Plattsburgh, making the streets quite muddy. A committee of the village received the party and escorted them to the Fouquet House, which was brilliantly illuminated, and over its main approach was the word in gas jets "Welcome." Inside the hotel the decorations were still more inviting. The dining hall proper and side rooms contained tables heavily burdened with delicacies in the way of food, and to show that Plattsburgh was not behind the times there was a fine display of that pleasant beverage known as champagne. All this signified that a banquet was about to take place, and true enough one was held and a right royal one it was too. I cannot here attempt to draw a pen picture of the scene of gayety and good feeling exhibited at the Fouquet House in the evening. The railroad magnates, old as well as young, and their friends of lesser note, were one brotherhood of good fellowship. Wit poured forth in abundance, as did the champagne, and everything was done in a manner befitting the occasion. Hon. Smith M. Weed presided, and the toasts were given and responded to in a manner highly commendable. Rev. Dr. Cattell, of Lafayette College, Lancaster, Pa., pronounced grace before the festivities were indulged in. Space will not permit of even a sketch of the toasts as given, which we regret, for each was well worthy of being noted in full.

FROM PLATTSBURGH TO MONTREAL.

After an early breakfast taken at the Fouquet House, Wednesday morning, the party adjourned to the cars, and at half past eight o'clock the train moved out from the depot at Plattsburgh *en route* for Montreal. The day was as pleasant as could be desired. A clear atmosphere predominated, thus lending enchantment to the beautiful scenery for which this part of the State is noted. No portion of this division of the road is of recent construction, so that the run over it was a comparatively easy one. It extends through a country particularly noted for its even grade, and, in fact, the change in the contour of the land from Plattsburgh north is very great from that south of the place, one quarter being exceedingly hilly or mountainous, the other flat throughout almost its entire extent. The train went as far as Moores Junction, a distance of at least twenty miles on the line known as the Ogdensburgh and Lake Champlain, then direct to Rouses Point, where the road intersects that of the Grand Trunk railway. Owing to existing restrictions made by the Dominion government, the locomotive which had drawn the train from New York was detached at this point, and one of the Canada line, which was decorated with the American flag and the Union jack, was substituted for it. Rather an odd idea, to be sure, but the Dominion laws require that no train shall come upon Canada soil unless is be propelled by a locomotive under the control of its people. Having conformed to all necessary requirements, the new iron horse proceeded with its burden, and ran ahead to Montreal, a distance of fifty miles, by way of Victoria bridge. On approaching St. Johns station there was a large gathering of the inhabitants at the depot to receive their eastern guests. A brass band was in attendance and lent enthusiasm to the scene by playing (after a fashion) several national airs. Here Scotch caps and massive fur overcoats worn by the people suggested that we were nearer the Polar region than was expected, nevertheless the French Canadian party showed by their pleasant countenances that they were well pleased with the "great line of railroad."

A stop was made for a few minutes, when President Dickson stepped upon the platform of the depot, and was addressed by the mayor of the town, Mr. James McPherson. The gentleman, in his remarks, expressed on the part of the people he represented, their congratulations on the near completion of the important line of railway. They admired the skill and energy displayed in overcoming the natural difficulties met with on the new route, and trusted that all parties concerned would be rewarded by the complete success of the enterprise. They appreciate the road as of special importance to their town and adjacent country. St. Johns promises to contribute its share to secure the hoped for success. The water-borne tonnage entering to and clearing from the St. Lawrence river to Lake Champlain has al-

ready reached over 700,000 tons annually. The consumption of coal in this one part of the province has increased in five years from 1,000 to 10,000 tons annually, and must have a rapid increase in the future, as it is the central point from which a wide extent of country must be supplied. President Dickson, in return to Mayor McPherson's address, thanked the people of St. Johns for their interest in the important enterprise of which he was presiding officer, and hoped that it might ever continue to merit public esteem. The President of the Board of Trade, Mr. John Rossiter, next stepped forward, and made some remarks expressing the sentiment of the members of his organization, and President Dickson responded. The reception here being over, the train again started, and no stop was made till Montreal was reached. There were few points of interest worthy of mention till the famous Victoria bridge was reached, which, from its extreme length and imposing appearance, affects the eye as being something besides an ordinary structure. Below it runs the mighty and broad St. Lawrence, and in the distance stands the city of Montreal with its many elegant churches and massive buildings. The entire section of road from Plattsburgh to Montreal is well built upon a good bed. In a short time the direct line of the New York and Canada Railway will leave the road proper ten miles north of Plattsburgh, and will run straight to Rouses Point, shortening the distance ten miles. It is proposed during the summer season, by the Delaware and Hudson Canal Company to run a steamboat from Plattsburgh to Ticonderoga, so that excursion parties can take a trip down Lake Champlain, returning by rail. This will also afford Canadians a new route for pleasure parties.

AT MONTREAL.

It was early in the afternoon when our train arrived at the Montreal depot, and the excursionists were immediately taken to St. Lawrence Hall on St. James street. It was bitterly cold in this far north city, and the prevailing wind seemed to pierce one through and through; yet there was not a particle of snow to be seen on the streets.

From the Troy Whig.

THE NEW YORK AND CANADA RAILROAD.

From Whitehall to Plattsburgh.—Wonderful Rock Cutting in the Face of a Precipice.—Enthusiasm of People Along the Route.—Reception at Plattsburgh.—Grand Banquet.—Toasts and Speeches.

[Editorial Correspondence to the Whig.]

Plattsburgh, Wednesday Nov. 17.

After leaving Whitehall yesterday at noon, the whole company was lunched by mine host Breslin, of the Gilsey House. It was a royal lunch, and everybody was in the best of humor.

At Ticonderoga, all who were not lunching were on the lookout to catch a sight of the old fort. Its gray ruins present a very picturesque appearance from the cars. A large crowd had collected at Ticonderoga, and the excursionists were cheered.

From Whitehall to Ticonderoga there is a great deal of rock cutting, and after passing Ticonderoga, the cutting is considerable for some distance. A little distance above Ticonderoga, there is a short tunnel.

CROWN POINT.

At Crown Point the excursion was received with cannon and music, and the whistles of the iron works. There was a short stop here for water. The steamer "Vermont" left for the north just ahead of us, and made good time to Port Henry.

PORT HENRY.

There is much rock cutting as we approach Port Henry, especially through the jutting spur of Bullwagga mountain. When our train came in sight of Port Henry, it was greeted by the firing of cannon, ringing of bells and a chorus of steam whistles.

Port Henry is founded upon a rock, but is comparatively well built, exhibiting signs of wealth and prosperity. A railroad runs from the village to the vast ore beds back in the mountains. There are two immense and well equipped smelting furnaces beside the railroad track.

DIFFICULT ROAD BUILDING.

On leaving Port Henry, the road runs through a short tunnel arched with brick. Just north of the village is a place where the road-bed is built

from the lake bottom, 60 feet below, with loose rock. From this point for four miles the road winds and turns among the rocks like a huge snake along the lake shore. The rock cutting here is very heavy and continuous, and the scenery is most picturesque. After leaving the tortuous rock cutting, the road leaves the lake and strikes off to the west, over a comparatively level country. The road approaches the lake again near Westport, where a depot is building.

Some distance north of Westport we approach the heaviest rock cut on the route, and the most picturesque scenery on the whole line. The road-bed is cut into the side of perpendicular rocks overhanging Perdu bay.

RED ROCK CUT.

Before entering the cut, which is called the Red Rock cut, on account of the color of stone, the train was stopped, and a full view was taken of this work of the Titans. The lake lies a hundred feet below, and the rock towers a hundred feet perpendicular above, on the west, and the road winds through on a tortuous curve. Every foot of the track for miles in this locality had been carefully watched during the day, and flagmen were placed at intervals of less than $\frac{1}{8}$ of a mile.

At the foot of Red Rock, the lake has been sounded to the depth of 200 feet, and the rock wall rose perpendicularly for 200 feet above the lake. In cutting a track through, a driller had to be let down with ropes from the top of the ledge, one hundred feet, to commence blasting. During the progress of the work, two men and a horse and cart were precipitated into the lake. One man and the horse and cart were never seen after their fall.

Just north of the cut is a tunnel 1,600 feet long, and a little beyond this a high iron trestle, with abutements in the lake. From this point there is almost continuous rock cutting for seven miles.

At Port Kent the train was greeted with music and cannon.

RECEPTION AT PLATTSBURGH.

From Port Kent quick time was made to Plattsburgh, where a grand reception was accorded. A band played from the balcony of the Fouquet house, from whose front blazed the word "Welcome." The whole party, over 200 strong, was marched into the hotel, amid the cheers of the multitude which had gathered to witness the arrival of the train. After disposing of this unusual number of guests, the committee of arrangements seated the guests at the Fouquet tables, which almost filled the lower floor of the house. The utmost order was preserved in performing this difficult task.

DINNER AT THE FOUQUET HOUSE.

The tables were gorgeous, and the guests discussed a most elaborate bill of fare. At the conclusion of the feast, the Hon. Smith M. Weed, president of the evening, made a brief address and called the toasts.

From the Daily Saratogian.

SARATOGA TO MONTREAL AND BACK.

Another Railroad Link Welded.—A Trunk Line between New York and Montreal.

For a good many months wonderful stories have come down from the Champlain shores concerning the blasting and the bridging and the tunneling that was going on in that wild and rocky region. We heard tales of nitro-glycerine and granite; accounts of construction trains, and statements concerning engineering obstacles. And still the work ceased not. There were allusions to Montreal, and speculations about ore and coal and undeveloped resources, and one day word came back that connection had been made with Plattsburgh. The new railroad was out of the woods; daylight could be seen, and thus at last another link was forged in the mighty chain of iron highways between the waters of the Hudson and the great northern lakes; for north of Plattsburgh already existed railways leading down to the St. Lawrence. It was the completion of this

GIANT ENTERPRISE

which was the occasion of the grand celebration begun on Tuesday last and finished on Thursday, embracing an excursion to Montreal, with receptions at Plattsburgh and at the former city. The telegraph has already made our readers acquainted with the fact that the excursion started, reached its destination, and returned to its starting point. To do full justice to the railroad and to the excursion in one newspaper would be impossible. Both may be set down among the successes of the age. The road itself has cost an immense sum, up among the millions, the ride from Whitehall to Plattsburgh, and especially along that part of the Champlain shore known as Willsboro Bay, revealing cuttings through the solid granite hundreds of feet in length, and in some places nearly a hundred feet in depth, every foot of penetration costing a mint of money. For miles the road skirts the lake on a pathway hewn out of the side of the massive cliffs, which in many places overhang the road, frowning and growling at the roaring engine beneath that has disturbed their eternal solitudes. If one doubts that this road has cost several millions of money, or questions the pluck and energy of the company that has done the work, let him take a trip over the route. It is a marvel of engineering, a triumph of that determination and energy which have made this country famous everywhere. We learn that most of the towns along the line of the road have subscribed liberally to the stock, and if we may judge from the enthusiasm shown at every station, they fully appreciate the importance of the enterprise. The lion of the occasion was of course the man whose head and hand have controlled and directed this

work, Thomas Dickson, President of the Delaware and Hudson Canal Company. When we say that Mr. Dickson is a Scotch American, we suggest the character of the man—a man whose picture was well drawn by Hon. Galusha A. Grow in his speech at Montreal, already printed in these columns. Mr. Dickson deserves all the good things that have been said of him. He is a man of iron mould, erect, quiet, with a face that suggests resistless energy, lighted by an eye beaming with kindliness, a voice masculine and magnetic—in short, such a man as mortals feel that it is safe to "tie to," a man to be trusted, respected, loved. He is such a man as you would expect to see go through a mountain, and then quietly ask his friends to come and see how it was done, while he told them of the trusty men who had carried on the enterprise.

THE EXCURSION.

We shall attempt no detailed account of the excursion. We could not do justice to the distinguished party that filled half a dozen of Senator Wagner's superb coaches, Mr. Wagner himself forming one of the company, unless we gave a complete list, and we could not adequately describe the royal feast at Plattsburgh, with its inimitable and unreportable speeches, the reception at Montreal, and all the good things there done and said. It was a completely equipped pic-nic, as our readers will understand when we say that Mr. James H. Breslin had charge of the dining car, and had *carte blanche* from Mr. Dickson to provide everything needed for the occasion from the time of leaving New York to the hour of the return. The party consisted of about 200 persons, and they were as sumptuously entertained as though they had been Mr. Breslin's guests at the Gilsey, the Grand Union or the Metropolitan. All Plattsburgh turned out to do honor to its guests, and the supper that was spread and the speeches that were made were all superb. At Montreal, the right hand of hospitality was extended, and although by a vote of the city council no wine was tendered to the city's guests, yet the occasion was a pleasant one. We do not believe that Montreal feels the interest in the new road that is felt on this side the line, but they are friendly to it, and appreciate the fact that it opens a new line to New York twenty miles shorter than the old one. The entire party was entertained at St. Lawrence Hall and at the Ottawa Hotel with true British hospitality, and promptly at seven o'clock yesterday morning started on the return trip, reaching Saratoga at five o'clock P. M. The trip was unmarred from beginning to end, and was an entire success in every respect. We are sure that every Saratogian who enjoyed the hospitalities of the Delware and Hudson Canal Company, and the courtesies of the people at Plattsburgh and Montreal, will not soon forget the delightful trip to Montreal and back, and that all our citizens will fully appreciate the benefits which we as a watering-place will derive from this last and perhaps greatest enterprise of the Delaware and Hudson Canal Company.

From the Troy Daily Times.

PENNSYLVANIA, NEW YORK AND CANADA.

The New Road Opened.—Events of the Celebration.— Will the Enterprise Pay? —A Glimpse at Montreal and Canadian Hospitality.—Homeward Bound.—The Quickest Time on Record.

The agony is over. The New York and Canada road has been formally opened. Railroad men and newspaper correspondents have been wined, dined and exhibited, and now things generally have settled down to hard pan, and the monotony of railroad life will be begun on the new road.

WILL IT PAY?

It was a stupendous enterprise, and the first question in the minds of practical men is, "Will it pay?" At the banquet, Tuesday night, utterance of doubts was freely given by many prominent railroad men; but the general impression of the managers and inaugurators of the undertaking was that, although for the first few years it might not result in adding anything to the dividends of the company, it would eventually become as great a pecuniary success as the most sanguine could wish; and they were right. The managers of the Delaware and Hudson Canal Company are far-sighted men. The president, Thomas Dickson, arose from obscure origin to the position now occupied by him. His judgment has seldom been found to be defective, and it is not likely to be so in this instance.

WHOM THE ROAD BENEFITS.

First of all it benefits the company. If it did not, the road would never have been built. It opens a through market for their coal, and effectually shuts off competition, in the near future at least. This may be considered as the first object of the road, for, were it not for the vast coal fields of the company and their rapid development, the road could not be made to pay. Then it benefits the iron regions of the north, and through them the entire country. It opens communication the year around between the producers and consumers of a portion of the Empire State, of which it can be justly said that for mineral resources, so far as iron is concerned, it is second to no other locality. Its development has now been fairly begun, and great things may be expected of the enterprise of its capitalists in the future. One thing lacking in the past has been coal, an essential in the manufacture

of iron, and this the new road will bring in unlimited quantities. Benefit the manufacturing and productive interests of a town or locality, and the population itself must be increased and proportionately enriched; and we predict that at no very distant period Port Henry and Plattsburgh will be places of very considerable importance.

THROUGH TRAVEL.

No railroad can pay dividends on its through travel alone, and although the new road furnishes the quickest route between New York and Montreal, by several hours, the through travel will not be very great, as there is but little to bring business men to or from Canada. A coal trade of some importance may be established at Montreal, but this will also be a consideration for the future.

THE FORMAL OPENING.

The probable cost of the road, its history and completion have all been too fully given and described in the *Times* to need repetition; reference has also been made to the excursion to Montreal, but some facts of interest remain to be stated. At least the Delaware and Hudson Canal Company know how to take good care of their guests. Nothing that could have been done to add to their comfort was omitted. The lunch cars connected with the train were very freely patronized, both going and coming, and yet there seemed to be no lack of the supply. The road-bed was in excellent condition, considering the fact that everything was new, and the excursionists were enabled to ride without the anticipated jolting.

THE SCENERY.

Yesterday was clear, affording an excellent opportunity for sight-seeing, and those who had never before realized the magnitude of the enterprise, were amazed at the grandeur of its accomplishment. Mountains of rocks were tunneled, ravines crossed, chasms bridged, and in fact every obstacle overcome. The scenery beggars description. First following the tortuous windings of the lake, then through the country a distance to avoid a more costly route, spinning across fertile fields, skirting Willsboro bay; alongside of the rocky cliffs, and through the great tunnel, coming out at Port Kendall, upon the very edge of the broad lake, the expanse of waters almost shutting from view the Vermont shore, ten miles distant; curving around the base of Trembleau mountain, which it leaves to cross the valley of the Great and Little Ausable rivers, and on to the plains stretching far to the westward, exposing to the gaze mounts Whiteface and Lyons, and a dozen peaks of lower height, until it leaves the wilderness and enters Plattsburgh—it would be difficult to find a more picturesque or romantic route

than that traversed by the new road. The eye is continually charmed by its ever changing, ever varied scenes and beauties.

THE BANQUET AT PLATTSBURGH.

The banquet at Plattsburgh was a surprise, not because it was unexpected, but because of the very bountiful supply of refreshments furnished, and the excellence of all its appointments. The speeches in response to the toasts were unusually good. One of the most brilliant efforts was by A. L. Holley, now president of the Institute of Mining Engineers, formerly of Troy. Hon. H. R. Pierson, of Albany, Capt. John C. Wyman, of New York, and Judge Hall, of Essex, displayed the greatest amount of wit and humor; Thomas Dickson, Col. Cannon, Dr. Cattell, J. V. L. Pruyn, and Hon. Galusha A. Grow, were practical, and stated many facts of interest and importance; Gen. Devin told what he knew about the State of New York, and Samuel Sloan spoke for the interests of the metropolis.

MONTREAL.

The excursion train arrived at Montreal at 12.30 o'clock Wednesday, the guests remaining Tuesday night at Fouquet's Hotel, Plattsburgh. Upon the arrival at the queen city of the Dominion, carriages in waiting conveyed the invaders to the St. Lawrence Hall, the headquarters of the excursionists. Three hundred men, however, were most too many for even the St. Lawrence, and quite a party of the excursionists were sent to the Ottawa House, where they were as well entertained by Mr. Brown, the genial host, as at the other place.

THE WEATHER.

After crossing the Canada line, and, in fact, after leaving Plattsburgh, the change in temperature was so marked that those who had left the States with light fall overcoats felt the need of warmer covering. The result was a general raid upon Montreal clothing stores, and it was surprising to see in how short a time so many "ulsters" could be procured. Of course there was no design in this little arrangement of wearing fall overcoats; it was simply a strange coincidence that nearly half the party should suppose the thermometer to be above the freezing point in Canada.

BANQUET AT THE CORN EXCHANGE.

Three o'clock was the hour fixed upon for the banquet at the Corn Exchange, tendered by the Mayor and Council of Montreal, the Boards of Trade and Corn Exchange Association, and shortly before the hour the excursionists marched in a body to the rooms mentioned. They were re-

ceived by the Mayor of Montreal, Dr. Hingston, and representatives of the Board of Aldermen, also President William Darling, of the Board of Trade, President Charles Gould, of the Stock Exchange, and members of each association. Hon. John Young, Chairman of the Harbor Commission of Montreal, United States Consul Dart, Spanish Consul Leprohon, and other distinguished persons were also present. The banquet was

A COLD WATER AFFAIR.

The victuals consisted of cold meats, etc., and the drinkables of water, coffee and ginger ale. It was enjoyable, however, and was attended by over 350 persons. The repast concluded, a gong was sounded directly in the rear of the Mayor, indicating that he was about to address the assemblage, and commanding silence. This gong was struck every time any one arose to speak.

HOW IT CAME TO BE A COLD WATER AFFAIR.

General indignation was manifested by the citizens of Montreal that the banquet was a cold water affair. The explanation is that there is a temperance furore existing in the city, extending its influence to some of the members of the Board of Aldermen, a very singular fact, and the committee having charge of the arrangements for the reception was a temperance committee by one majority. Hence the result.

AFTER THE BANQUET.

The guests, tired and weary, returned to the hotels, to prepare for the dinner which was given by the directors at 7 o'clock.

The evening was spent in various ways. Some retired at a very early hour, the announcement having been made at dinner that the train for home would start at 7 o'clock in the morning. Others strolled around to see the sights, and not a few took advantage of the opportunity to visit

THE ACADEMY OF MUSIC,

a new theater recently erected and opened for the first time last Monday night.

HOMEWARD BOUND.

The excursionists left Montreal yesterday morning at 7 o'clock for home. The right of way was given the excursion train through to Albany, and it was intended to make a quick trip. Plattsburgh was reached at 10 o'clock, and then began the ride over the new road. Good time would have been made on this but for the fact that a disabled locomotive was met above Port Henry, causing considerable delay. Many New Yorkers desired to reach

Albany in time to take the 5:30 train for New York, but it was thought at first the plan would be prevented by the delay above Port Henry. Fort Edward was passed at 4 o'clock, Saratoga at 4:30 o'clock, Ballston eight minutes afterwards, and exactly at 5:35 o'clock the train stopped at the Albany depot, where the drawing room cars were connected with the New York train, and the excursionists continued on their journey, arriving at New York at 9:40 o'clock.

THE QUICKEST TRIP EVER MADE.

This was the quickest trip ever made between New York and Montreal, it taking but 14½ hours, instead of about 19 as heretofore.

ANOTHER IMPROVEMENT.

The directors of the Delaware and Hudson Canal Company have decided to still farther shorten the route to Montreal, by building a road from Chazey to Rouses Point. This will make a difference of nine miles, and the road to New York will then be the most direct between the given points of any road east of the Mississippi.

DELAWARE & HUDSON CANAL COMPANY.

NORTHERN RAILROAD DEPARTMENT.

G.T.O—1.

TIME TABLE. In effect on and after Monday, Nov. 29, 1875.

SUSQUEHANNA DIVISION.

GOING WEST.

LEAVE.	Express. 1	Express. 3	Loc.Pas. 5	F't&Acc. 11	F't&Acc. 17
Albany	9.15 AM	3.05 PM	5.00 PM	7 45 AM	5 45 PM
Adamsville	9 30	.. ....	5 15	8.18	6.15
Slingerlands	9.35	3.25	5.20	8.26	6.25
New Scotland	9.45	.....	5.30	8.48	.....
Guilderland	9.53	.....	5 40	9 06	.....
Knowersville	10.02	3.54	5.50	9.26	.....
Duanesburg	.....	.....	6.08	10.05	.....
Schenectady	9.30	.....	4.50	.....	.....
Kelley's	9.58	... .	5.28	.....	.....
Duanesburg	10.10	....	5.45	.... ..	.....
Quaker Street	10.30	4.18	6.15	10.30	....
Esperance	10.40	.....	6.30	10.55	.....
Central Bridge	10.54	4.40	6.44	11.28	.....
Howe's Cave	11.02	.....	6.52	11.48	.....
Cobleskill Ar	11.18	5.00	7.06	12.20 PM	.....
Cobleskill Lv	1.10 PM	.....	7.10	... ...	.....
Hyndsville	1.30	.....	7.28	.....	.....
Seward	1.44	.....	7.40	.....	.....
Sharon	2.02	.....	7.55	.....	.....
Cherry Valley Ar.	2.35	.....	8.25	.....	.....
Cherry Valley Lv.	9 40 AM	3.35	.....	.....	.....
Sharon	10.16	4.05	.....	.....	.....
Seward	10.36	4.21	.....	.....	.....
Hyndsville	10.50	4.35	.....	.....	.....
Cobleskill Ar	11.10	4 50	.....	.....	.....
Cobleskill Lv	11.18	5.00	7.06	12.20 PM	.....
Richmondville	11.32	5.13	7.20	12.55	.....
East Worcester	11.50	5.26	7.38	1.50	.....
Worcester	12.03 PM	.....	7.51	2.28	.....
Schenevus	12.16	5.50	8 04	3.08	.....
Maryland	12.26	.....	8.13	3.35	.....
Cooperst'n Junc	12.43	6.12	8.27	4.15	.....
Colliers	12.46	.....	8.30	4.25	.....
Oneonta Ar	1.05	6.30	8.45 PM	5.00 PM	.....
			9		11
Oneonta Lv	1.15	6.40	7.30 AM	.....	11.50 AM
Otego	1.36	6.58	7.55	.....	12.40 PM
Well's Bridge	1.47	....	8.10	.....	1.10
Unadilla	1.58	7.15	8.25	.....	1.35
Sidney	2.08	7.25	8.40	.....	2.08
Bainbridge	2.21	7.35	9.00	.....	2.51
Afton	2 36	7.50	9.28	.....	3.28
Nineveh	2.48	8.02	9 50	.....	3.58
Tunnel	3.09	.....	10.19	....	4.55
Osborne Hollow	.....	.....	10.37	....	5.32
Port Crane	.....	.....	10.50	.....	5.54
Binghamton Ar	3.50 PM	9.00 PM	11.10 AM	.....	6.30 PM
Carbondale Ar	5.20 PM	.....	.....	.....	.....
Scranton Ar	6.10 PM	.....	.....	.....	.....

GOING EAST.

LEAVE.	Express. 2	Express. 4	Loc.Pas. 6	Local. 10	F't&Acc. 12
Scranton	6.45 AM	.. ....	.....	.. ....	.....
Carbondale	7 30	... .	.....	.....	.....
Binghamton	8.45	1.10 PM	.....	5.00 PM	4 30 AM
Port Crane	.....	1.30	.....	5.20	5.08
Osborne Hollow	.....	1.40	.....	5 32	5.30
Tunnel	.....	1.58	.....	5.50	6.02
Nineveh	9.50	2.21	.....	6.18	6.50
Afton	10.02	2 36	....	6.38	7.18
Bainbridge	10.18	2.51	.....	7.05	7 50
Sidney	10.30	3.05	.....	7 25	8.40
Unadilla	10.42	3.16	....	7.40	9 08
Well's Bridge	.....	3.27	....	7.54	9.38
Otego	11.04	3.39	.....	8.06	10.08
Oneonta Ar	11.25	4.00	.....	8.30 PM	11.00 AM
Oneonta Lv	11.35	4.16	6.00 AM	.....	9.00 AM
Colliers	.....	4.25	6.15	.....	9.36
Cooperst'n Junc	11.53	4 30	6.18	.....	9.45
Maryland	.....	4.46	6.32	.....	10 22
Schenevus	12.16 PM	4.57	6.42	.....	10.45
Worcester	.....	5.13	6.55	.....	11.18
East Worcester	.....	5.26	7.08	.....	11 50
Richmondville	12.55	5.44	7 26	.....	12 55 PM
Cobleskill Ar	1.05	5.56	7.41	.....	1.33
Cobleskill Lv	1.10	7.10	.....	.....	.....
Hyndsville	1.30	7.28	.....	.....	.....
Seward	1.44	7.40	.....	.....	.....
Sharon	2.02	7.55	.....	.....	.....
Cherry Valley Ar	2.35	8.25	.....	.....	.....
Cherry Valley Lv	9.40 AM	3.35	.....	.....	.....
Sharon	10.16	4 05	.....	.....	.....
Seward	10.36	4 21	... ...	.....	... ...
Hyndsville	10.50	4.35	.....	.....	.....
Cobleskill Ar	11.10	4 50	.....	.....	.....
Cobleskill Lv	1.05 PM	5 56	7.41	....	1.33 PM
Howe's Cave	.....	6.06	7.56	....	2.15
Central Bridge	1.25	6.16	8 05	.....	2.38
Esperance	.....	6.30	8 20	.....	3.20
Quaker Street	1.47	6.40	8 30	.... ..	2.50
Duanesburg	2 05	7.05	... ..	.....	.....
Kelley's	2.22	7.25	.....	.....	.....
Schenectady Ar	2.55	8.00	... ..	.....	... ..
Duanesburg	.....	.....	8 38	.....	4 13
Knowersville	.....	7.08	8 58	.....	4.54
Guilderland	.....	7 18	9.06	8	5.14
New Scotland	.....	7.26	9 14	8.00 AM	5.30
Slingerlands	.....	7 37	9.24	8.12	6.04
Adamsvlle	.....	7.42	9.30	8.18	6.15
Albany Ar	2.50 PM	8.00 PM	9.45 AM	8.30 AM	7 00 PM

CONNECTIONS.—At Albany with Saratoga Division, and with N. Y. C. & H. R. R. R., and Boston & Albany R. R. At Central Bridge with trains for Schoharie and Middleburgh. At Cooperstown Junction with trains for Cooperstown. At Sidney with N. Y. & Oswego Midland R. R. At Nineveh with Delaware & Hudson R. R. At Binghamton with Erie, and Delaware, Lackawanna and Western R. R.'s. At Scranton with diverging Railroads.

SARATOGA DIVISION.

GOING NORTH.

LEAVE.	Mail.	Local.	Express.	Mon'lEx	Mixed.	Mixed.	Mixed.
	1	21	5	7	27	29	35
Albany	8.00 AM	11.45 AM	4 45 PM	11.45 PM			
West Troy	8.13	12.08 PM	5.00				
Cohoes	8.22	12.30	5.10				
West Waterford	8.26	12.40	5.15				
Troy	8.10		5.00	11.50 PM			
Green Island	8.15		5.05		1.10 PM		
Waterford	8.25		5.15		1 30		
Junction	8.34		5.25		1.35		
Mechanicville	8.49		5.40	12.25 AM	2.10		
Round Lake	9.04		5.56		2.45		
Ballston.....Ar	9.17		6.13	12.50	3.20		
Schenectady....Lv	8.00		5.00			11.00 AM	9.45 AM
Branch	8.18		5.20			11.40	10.10
Ballston.....Ar	8.35		5.40			12.20 PM	10.45
Ballston.....Lv	9 19		6 16	12 52	3 40	12.40	11.05
Saratoga.....Ar	9.33		6.30	1.04	4.10	1.10	11.30
Saratoga.....Lv	9.35		6.35	1.06	4.30	1.30	
Gansevoort	9.59		6.59		5.24	2.22	
Fort Edward....Ar	10.15		7.15	1.39	5.58	3.10	
Fort Edward... Lv	10.20		7.15		6.00	3.30	
Sandy Hill	10.30		7.25		6.10	3.50	
Glens Falls.....Ar	10.40		7.35		6.20	4.10	
Glens Falls.....Lv	9.10		6.50		5.35	11.00 AM	
Sandy Hill	9.40		7.00		5 45	11.10	
Fort Edward....Ar	10.10		7.10		5.55	11.20	
Fort Edward....Lv	10.15		7.15	1.39	6.30	3.10 PM	
Smith's Basin	10.29		7.32		7.12	3.45	
Fort Ann	10.38		7.43		7.43	4 03	
Comstock's	10.47		7.54		8.25	4.20	
Whitehall.....Ar	11.00 AM		8.10	2.25	9.00 PM	4.50	
Plattsburg.....Ar	2 55 PM			6.10			
Rouse's Point...Ar	4.30 PM			7.45			
Montreal.....Ar	7.00 PM			10.00 AM			
Whitehall.....Lv	11.05 AM		8.15			5.30 PM	
Fairhaven	11.23	Mixed.	8.35	Pass'ger		6.03	Mail.
Hydeville	11.28	51	8.40	47		6.42	43
Eagle Bridge				9.30 AM			6.30 PM
Cambridge				9 48			6.48
Shushan				10.00			7.00
Salem		5.00 AM		10.16			7.20
Rupert		5.40		10.32			7.40
Pawlet		6.10		10.48			8.00
Granville		6.30		11.00			8.10
Middle Granville		6.48		11.07			8.16
Poultney		7.35		11.23			8.30
Castleton	11.36	8.30	8.50	11.45		7.00	9.15
West Rutland	11.50	9.10	9.05	12.00 M		7.40	9.50
Center Rutland	11.55	9.20	9.10	12.05		7.50	10.05
Rutland.....Ar	12.00 M	9.30 AM	9.15 PM	12.10 PM		8.00 PM	10.15 PM

GOING SOUTH.

LEAVE.	Express.	Mail.	Mail.	N.Y.Exp	Pass'ger	Mixed.	Mixed.
	2	44	6	8	48	30	52
Rutland	6.00 AM	2.15 PM	4.00 PM		4.50 AM	10.10 AM	5.00 PM
Center Rutland	6.05	2.20	4.05		5.00	10.20	5.10
West Rutland	6 10	2.25	4.10		5.25	10.50	5.35
Castleton	6.24	2.45	4.24		6.00	11.45	6.05
Poultney		3.10			6.30		6.43
Middle Granville		3.27			6.48		7.16
Granville		3.33			6.52		7.25
Pawlet		3.42			7.02		8.00
Rupert		4.00			7.20		8.40
Salem		4.22			7.42		9.20
Shushan		4.40			8.00		
Cambridge		4.52			8.12		
Eagle Bridge...Ar		5.10 PM			8.30		
Hydeville	6.32		4.32			11.57	
Fairhaven	6.37		4.37			12.05 PM	
Whitehall.....Ar	6.55		4.55 PM			12.45	
Montreal			9.05 AM	3.00 PM			
Rouse's Point			11 15	5.10	Mixed.		
Plattsburg			12.50 PM	6.42	28		
Whitehall.....Lv	7.00 AM		5.05	10.20 PM	7.25 AM	1.10	
Comstock's	7.15		5.20		7.50	1.40	
Fort Ann	7.25		5.30		8.15	2.00	
Smith's Basin	7.35		5.40		9.00	2.20	
Fort Edward ..Ar	7.53		5.58	11.07	10.15	3.10	
FortEdward....Lv	7.55		6.00		10.20	3.30	
Sandy Hill	8.05		6.10		10.30	3.50	
Glens Fa ls ....Ar	8.15		6.20		10.40	4.10	
Glens Falls Lv	7 30		5.35		9.10	11.00 AM	
Sandy Hill	7.40		5 45		9.40	11.10	
Fort Edward ..Ar	7.50		5.55		10.10	11.20	
Fort Edward...Lv	7.53		5.58	11.07	10.15	3.10 PM	
Gansevoort	8.08		6.13		11.10	3.38	Mixed.
Saratoga.....Ar	8.24		6.35	11.42	12.00 M	4.30	36
Saratoga.....Lv	8 30		6.40	11.44	12.10 PM	4.50	11.50 AM
Ballston.....Ar	8 45		6.54	11.57	12.40	5.20	12.10 PM
Ballston.....Lv	8.50		7.00			5.40	12.20
Branch	9.06		7.20			6.20	1.00
Schenectady.....	9.25		7.40			7.00 PM	1.30 PM
Ballston.....Lv	8.48		6.57	12.00	1.00		
Round Lake	9.04		7.14		1.37		
Mechanicville	9.22		7.30	12.25 AM	2.10		
Junction	9.38		7.50		2.40		
Waterford	9.42		7.54		2.50		
Green Island	9.55		8.05		3.10 PM	Local.	
Troy.....Ar	10.00		8.10	1.00		22	
West Waterford	9.42		7.54			2.50 PM	
Cohoes	9 48		8.00			3.05	
West Troy	9.56		8.08			3.18	
Albany.....Ar	10.10 AM		8.25 PM	1.10 AM		3.40 PM	

CONNECTIONS.—At Albany with Susquehanna Division, and with N. Y. C. & H. R. R. R., and Boston & Albany R. R. At Troy with N. Y. C. & H. R. R. R., and Troy & Boston R. R. At Schenectady with Susquehanna Division, and N. Y. C. & H. R. R. R. At Saratoga with Adirondack Co.'s R. R. At Whitehall with Champlain Division. At Eagle Bridge with Troy & Boston R. R. At Rutland with Central Vermont R. R.

CHAMPLAIN DIVISION.

GOING NORTH.

LEAVE.	Mail.	Mon'lEx	Mixed.	Mixed.
	1	7	23	31
Albany	8.00 AM	11.45 PM		
Troy	8.10	11.50		
Schenectady	8.00			
Whitehall	11.05 AM	2.30 AM	5.00 AM	2.50 PM
Chubb's Dock	11.26		5.35	3.25
Dresden	11.32		5.50	3.40
Putnam	11.43		6.15	4.20
Patterson	‡11.52		6.40	4.40
Ft. Ticonderoga Ar				
Ft. Ticonderoga Lv				
Ticonderoga				
Baldwin Ar				
Baldwin Lv				
Ticonderoga				
Ft. Ticonderoga Ar				
Ft. Ticonderoga Lv				
Addison Junction	12.10 PM	3.28	7.00	5.10
Crown Point	12.30		7.40	5.50
Port Henry	12.50	4.04	9.00	6.30 PM
Westport	1.20		10.10	
Wadham's Mills	‡1.27		10.30	
Whallonsburg	1.36		10.50	
Willsborough	1.55		11.35	
Port Kent	2.25	5.38	1 20 PM	
Valcour	2.40		1.50	
Plattsburg Ar	2.55	6.10	2.30	
Plattsburg Lv		7.30		
Salmon River		7.55		
Lapham's Mills		8.10		
Peru		8.22		
Harkness		8.44		
Ferrona		9.00		
Ausable Ar		9.15		
Ausable Lv	10.00 AM			
Ferrona	10.17			
Harkness	10.32			
Peru	10.53			
Lapham's Mills	11.03			
Salmon River	11.20			
Plattsburg Ar	11.45 AM			
Plattsburg Lv	3.15 PM	6.30	4.00 PM	
Beekmantown	3.23	6.40	4.20	
Chazy	3.33	6.52	4.40	
Sciota	3.45	7.04	5.00	
Mooers Junction	3.55	7.15	5.35	
Champlain	4.20	7.35	6.22	
Rouse's Point	4 30	7.45	6 40 PM	
Montreal Ar	7.00 PM	10.00 AM		

GOING SOUTH.

LEAVE.	Mail.	N.Y.Exp	Mixed.	Mixed.
	6	8	24	32
Montreal	9.05 AM	3.00 PM		
Rouse's Point	11.15	5.10	4.00 AM	
Champlain	11.25	5.20	4.18	
Mooers Junction	11.40	5.35	5.00	
Sciota	11.54	5.47	5.25	
Chazy	12.10 PM	6.00	5.50	
Beekmantown	12.20	6 12	6.10	
Plattsburg Ar	12.30	6.22	6.30	
Plattsburg Lv			7.30 AM	
Salmon River			7.55	
Lapham's Mills			8.10	
Peru			8.22	
Harkness			8.44	
Ferrona			9 00	
Ausable Ar			9.15 AM	
Ausable Lv	10 00 AM			
Ferrona	10.17			
Harkness	10.32			
Peru	10.53			
Lapham's Mills	11.03			
Salmon River	11.20			
Plattsburg Ar	11.45 AM			
Plattsburg Lv	12.50 PM	6.42 PM	9.00 AM	
Valcour	1.05	6.57	9 35	
Port Kent	1.20	7.12	10.25	
Willsborough	1.55	7.48	11.35	
Whallonsburg	2.16	8.04	12.20 PM	
Wadham's Mills	‡2.28	‡8.12	12.40	
Westport	2.40	8.19	1.20	
Port Henry	3.15	8.45	3.15	5.20 AM
Crown Point	3.35	9.03	4.20	6 20
Addison Junction	3.55	9.20	5.10	7.00
Ft. Ticonder'ga Ar				
Ft. Ticonder'ga Lv				
Ticonderoga				
Baldwin Ar				
Baldwin Lv				
Ticonderoga				
Ft. Ticonder'ga Ar				
Ft. Ticonder'ga Lv				
Patterson	‡4.08		5.32	7.21
Putnam	4.20		5.56	7.45
Dresden	4.31		6.22	8.12
Chubb's Dock	4.39		6.38	8.25
Whitehall Ar	5.00	10.15 PM	7.10 PM	9.00 AM
Schenectady Ar	7.40			
Troy Ar	8.10	1.00 AM		
Albany Ar	8.25 PM	1.10 AM		

‡ Trains stop to leave or take Passengers on signal.

CONNECTIONS.—At Whitehall with Saratoga Division. At Port Kent with Ferry to and from Burlington. At Mooers Junction with Central Vermont R. R. At Rouse's Point with Grand Trunk and Central Vermont R. R.'s. At Montreal with diverging Railroad and Steamboat Lines.

S. E. MAYO, Gen'l Passenger Agent, Albany.

C. F. YOUNG, Gen'l Manager, Honesdale, Pa.

Shortest, quickest and most direct line from Ogdensburgh to Boston—and from Montreal to New York.

No gradients over 30 feet.

Ogdensburgh to Boston, via New York and Canada Railroad to Whitehall.

Ogdensburgh to Mooers Junction	106	03
Mooers Junction to Whitehall	110	54
Whitehall to Rutland, Vt	23	85
Rutland to Boston	166	50
	406	92

Ogdensburgh to Boston, via Addison Junction.

Ogdensburgh to Mooers Junction	106	03
Mooers Junction to Addison Junction, *via* Port Henry and New York and Canada Railroad	86	79
Addison Junction to Rutland	37	59
Rutland to Boston	166	50
	396	91

Ogdensburgh to Boston, via Central Vermont Railroad.

Ogdensburgh to Rouses Point	118	00
Rouses Point to St. Albans	24	00
St. Albans to White Run Junction	120	50
White Run Junction to Bellows Falls	40	00
Bellows Falls to Boston	114	00
	416	50

New York to Montreal, via New York and Canada Railroad.

New York to Troy	150 00
Troy to Whitehall	71 00
Whitehall to Plattsburgh	90 44
Plattsburgh to Chazy Junction	10 28
Chazy Junction to Rouses Point	13 16
Rouses Point to Montreal	50 09
	384 97

New York to Montreal, via Rutland, Vermont.

New York to Troy	150 00
Troy to Rutland	85 00
Rutland to Burlington	67 20
Burlington to St. Albans	35 00
St. Albans to St. Johns	43 00
St. Johns to Montreal	27 00
	407 20

New York to Montreal, via Springfield, Massachusetts.

New York to Springfield	135 00
Springfield to South Vernon	50 00
South Vernon to Brattleboro	10 00
Brattleboro to White Run Junction	64 00
White Run Junction to St. Albans	120 50
St. Albans to St. Johns	43 00
St. Johns to Montreal	27 00
	449 50

New Building of the Delaware and Hudson Canal Company,——Designated, "Coal and Iron Exchange."

New Building of the Delaware and Hudson Canal Company,——Designated, "Coal and Iron Exchange."

DESCRIPTION

OF THE

COAL AND IRON EXCHANGE BUILDING.

NEW YORK:
BAKER & GODWIN, PRINTERS,
25 PARK ROW.
1876.

NORTH RIVER
EAST RIVER
THE BATTERY
Castle Garden
Bowling Green
BROADWAY
WEST ST.
WASHINGTON ST.
GREENWICH ST.
COLLEGE PL.
NEW CHURCH ST.
CHURCH ST.
BATTERY PL.
MORRIS ST.
RECTOR ST.
TRINITY CHURCH
THAMES ST.
LIBERTY ST.
COURTLANDT ST.
DEY ST.
FULTON ST.
VESEY ST.
BARCLAY ST.
PARK PL.
MURRAY ST.
WARREN ST.
CHAMBERS ST.
EXCHANGE
ST. PAUL'S CHURCH
ASTOR HOUSE
POST OFFICE
PARK ROW
THEATRE ALLEY
CITY HALL
COURT HOUSE
PARK
CENTRE ST.
CHATHAM ST.
NASSAU ST.
BEAVER ST.
WILLIAM ST.
LIBERTY PL.
DUTCH ST.
FULTON ST.
ANN ST.
BEEKMAN ST.
SPRUCE ST.
GOLD ST.
RYDERS AL.
PEARL ST.
JOHN ST.
WATER ST.
CLIFF ST.
JACOB ST.
FRANKFORT ST.
VANDERWATER ST.
ROSE ST.
DUANE ST.
HAGUE ST.
PEARL ST.
FRANKLIN SQ.
CHERRY ST.
NEW BOWERY
ROOSEVELT
DOVER ST.
FERRY ST.
FULTON MARKET
BURLING SLIP
COENTIES SLIP
CUTTER AL.
OLD SLIP
WALL ST.
PINE ST.
CEDAR ST.
MAIDEN LANE
FRONT ST.
SOUTH ST.
STONE ST.
MARKET FIELD
STATE ST.
PEARL ST.
WHITEHALL ST.
WILLIAM ST.
BROAD ST.
WATER ST.
BEAVER ST.
U.S. TREASURY
CUSTOM HOUSE
BUILDING EQUITABLE LIFE INS CO
MUTUAL LIFE INSURANCE CO
WILLIAMSBURGH FIRE INS. CO
N.Y. PARK BANK
N.Y. HERALD
N.Y. TRIBUNE
N.Y. TIMES
U.S. LIFE INS. CO
CHEMICAL NAT. BK.
BROADWAY CHAMBERS
KNICKERBOCKER LIFE INS.
GRANITE CO
New Jersey Central R.Road Ferry
Pennsylvania R.R. and other Rail Roads Ferries
Washington Market
Fulton Market

DESCRIPTION

OF THE

COAL AND IRON EXCHANGE BUILDING.

LOCATION.

The building erected by the Delaware and Hudson Canal Company, designated and known as "The Coal and Iron Exchange," is situated on the southeast corner of Cortlandt and New Church streets, 175 feet west of Broadway. The location is the most central of any in the city, for business purposes connected with the great Coal and Iron interests, as it lies between the site of the new Post Office, the money center of Wall Street, and the United States Custom House; it is on the line of the two main thoroughfares leading to the Hudson river and the railways radiating north, south and west on the opposite shore of New Jersey, and is convenient to the line of "Rapid Transit," and other roads leading to the upper part of the city.

In making this permanent investment of so large an amount of money in this city, the managers of the Delaware and Hudson Canal Company have been influenced by the fact that it had become a duty, with an eye to the proper protection and care of the valuable books, papers, and records of the Company, to keep them in a perfectly fireproof building, and to furnish an edifice in which the Coal and Iron interests of the country could concentrate, and be a just source of pride, not only to the stockholders of the Company who have erected it, but to every one connected with or interested in the Coal or Iron Trade.

GENERAL DESIGN.

No pains or expense has been spared in the design and construction of this building, to attain the object proposed, of making it the nearest fire-proof, best built and most thoroughly lighted, heated and ventilated office building of large dimensions that has ever been erected upon the Island of Manhattan. Its completeness and convenience as a whole, as well as in detail, combined with its architectural effects, which are created more by the varied effects of different materials, and by the large dimensions of the exterior of the structure, than by any superfluous ornamentations, exterior or interior, will gain for the building the favor of the public.

The lot occupied by the building is 143 ft. 10 in., on Cortlandt Street, and 105 ft. 6 in. on New Church Street, with an L of 17 × 70 ft. on its extreme southeasterly corner. The whole ground is built upon, with the exception of a court yard 20 × 30 ft., in about the center of the rear line, and a smaller yard on the east line of the property.

FRONTS.

In both the outside and inside arrangements and designs of the building, the leading idea has been kept in view of giving it the pronounced character of a Business Building. The materials used for the fronts are Nova Scotia sandstone and Baltimore pressed brick. The basement story is carried up in solid blocks of stone, resting upon a granite base course. These stones lie on their natural beds, and bind almost through the entire thickness of the walls. Each stone presents on its face a raised tablet; and the wall, to the whole height of the basement, has a batter which gives to the building a character of firmness and strength in keeping with its interior solidity. From the level of the first story windows, the fronts are mainly constructed of brick, with the exception of the window mullions, sills and lintels, which are of stone. The window trimmings of the first story are of cast iron, which material allows the trimmings to be made smaller, in order to admit light with the least obstruction.

The brick-work is a master-piece of workmanship. Every other layer is a header course, binding in with the interior brick work of the front walls. The front bricks are laid in black mortar, made principally of French Lafarge cement. The main cornice, projecting out on stone corbels, contains the copper-lined gutters. To either side of the Courtlandt street front, pavilions project, with their brick and stone work above the main cornice. They are covered with Mansard roofs sloping towards the four sides, and with a flat deck, upon which the flagstaffs are placed. Between these pavilions extend the Mansard roof, with its solid stone and brick dormer windows, and a handsome deck cornice. The building, as it appears from the street, has a cellar, basement, five stories and an attic. Towards the southeasterly part, in the rear, the building is, however, six stories high, with an attic above. The height of the main cornice from the sidewalk is 80 ft., to the deck cornice of the Mansard 105 ft., and to the top of the pavilions 134 ft., above which the flagstaffs reach 45 ft. more, thus making the highest point of the building 179 ft. from the street.

FOUNDATIONS.

The foundations of the building are composed of Portland cement concrete, starting 19 ft. 6 in. below the sidewalk on Church street, in widths varying from 8 to 10 ft. The thickness or height of the concrete is 7 ft. 6 in. It forms one solid mass under all walls, having been laid simultaneously, throughout the breadth of the building, in layers 6 in. thick. The concrete was mixed by machinery, and rammed into the trenches. The front walls start with a layer of granite 16 in. thick, in one piece under each pier, resting on top of the concrete; while the interior and rear walls begin at this level with their brick-work, in a general thickness of 4 ft. Under the corner stone was deposited the Record of the Company, by the President, at the time it was laid (see copy in the Appendix). The construction of the interior of the westerly part of the building is an ingenious piece of engineering. The experiences of the great fires in Chicago and

Boston have shown that cast-iron supports are by no means fire-proof —in fact, are more dangerous in case of even a small fire than wooden posts. In this building solid brick piers have been substituted for iron columns, such as can be found in almost all our large so-called fire-proof buildings, and which, from recent experience, have been found to be faulty and unreliable. These piers are connected in each story by segmental arches, which support the floors and partitions. The easterly part of the building has solid brick walls as supports for its interior. These brick piers rest, in the first place, upon a bed of concrete 2 ft. thick. Then follow granite slabs 10×8 ft., 12 in. thick. On top of these slabs rest the granite skew-backs for the inverted arches, which connect the foundations of the piers, in order to distribute the heavy weight equally over a larger surface. These piers, as well as the piers of the front, have granite bond stones 12 in. thick in the cellar. Where the front piers are exposed to view from the outside, in the areas below the sidewalk, they are faced with granite to the whole height of the cellar wall. All brick-work of the piers, to the level of the sidewalk, is laid in Portland cement mortar.

CELLAR.

The height of the cellar is 11½ ft. in the clear. It contains the extensive steam-heating apparatus, consisting of four horizontal tubular boilers, with many heating chambers for warming the basement and first story by indirect radiation; a vast system of steam, water, and gas pipes, all accessible to the engineer; two elevator engines of the best pattern and superior workmanship; the pumps for conveying the water from the receiving tank to the tanks in the attic; and two chemical fire extinguishers, with two stand-pipes, having outlets in each story provided with fire hose, so that, in case of fire in a single room, these extinguishers may be applied without doing much damage by water. To these stand-pipes, however, for additional aid when needed, are also connected one of the large

pumps and a steam-pipe. Thus, in case of fire, there can be used—1st, Babcock's fire annihilator; 2d, steam; 3d and lastly, water.

The sidewalk on Church street has a vault capable of holding a large stock of coal for the boilers, as well as other fuels for the fire places with which every office in the building is provided.

BASEMENT.

The basement, with its floor one step above the level of Church street sidewalk, and two steps below the walk in Cortlandt street, nearest to Broadway, is, in its westerly part, 13 ft. 2 in. high; and in its easterly part, 12 ft. high. It is divided into offices to rent for business purposes. The corner suite of rooms has been rented to the Lehigh Valley R. R. Co. for a long period of years.

ENTRANCES.

The front of the building extends along Cortlandt street 146 ft., with the main entrance in the center. This entrance is 12 ft. wide and 19 ft. high, flanked by two elegant polished granite columns, with white Italian marble bases and capitals, which rest on stone corbels, bound in with the stone-work of the basement. These columns support a gracefully arched pediment, standing out entirely free from the face of the building, admitting light to the second story windows immediately behind it, and giving the whole entrance a very airy and cheerful aspect. On a tablet over the main entrance is the name of the building in bronze letters, viz.: "Coal and Iron Exchange." At this entrance there is a wide flight of stone stairs leading to the first story. The steps are of solid blue stone, in one piece for each step, about 14 ft. long. The walls of the stairway are of Nova Scotia sandstone, laid up in courses, and the ceiling is vaulted in segmental arches of solid stone, ascending in courses of counterparting steps, at the same inclination as the stairs. The effect of this main entrance is one of solidity and durability, combined with the

beauty and style of its peculiar architecture. These stairs terminate in the main hall of the first story.

On Church street there is another entrance which, like the main one on Cortlandt street, connects with the principal stairway and with the elevators.

FIRST STORY.

At the right hand side, immediately at the head of the stairs leading up from the main entrance, is the entrance to the office of the Delaware and Hudson Canal Co.—a room 56×97 ft.—occupying the entire westerly part of the building in the first story. This room has four handsome square piers, with granite bases and capitals, connected by segmental arches supporting the ceiling. The central portion between the four piers, connected with a hall, forms a sort of public anteroom or open court, the floor of which is tiled like the halls. From this court easy access can be had to the several offices. These are the President's offices, the Directors' room, a committee room, and offices for the Treasurer, Secretary, and General Sales Agent, and for the employees of the company. The offices are separated from each other by hard-wood partitions of a certain height. The office of the General Sales Agent is, however, separated from the public space only by a low marble balustrade, thus giving easy access to that officer. The unique design which prevails throughout the whole structure has been carried out in every detail, even to every piece of furniture in this room. Though extremely simple, and free from any wood carvings, the office has a very rich and elegant appearance. Over the arched stone ceiling of the main entrance, and connected with the company's office by a graceful iron stairway, is a Record Room, containing the books, records, and other valuable papers of the Delaware and Hudson Canal Co.

On the easterly side of the hall, in the first story, is a splendid suit of offices, consisting of three large rooms connected with each other, with a separate lavatory adjoining, furnished with all the modern conveniences. The floors of the first story are clear selected ash, laid

herring-bone parquettewise. The walls are finished in marble cement plastering of great durability and beauty. The ceiling is tinted in light cream color with a handsome border. The wood-work of the trimmings in this story, as well as throughout the building from cellar to attic, is of white ash, finished in shellac and wax polish. The height of the first story is 19 ft. in the clear.

THE UPPER STORIES.

All the stories above the first, up to and including the fifth, are divided up into offices of various sizes, to rent either singly or in suites, as each room opens into the hall, and also connects through doors with its neighboring rooms. In the second story, which is 13½ ft. high, the space has been partitioned into larger rooms than in the upper stories, with the view of renting them to larger concerns, who can divide the rooms as may suit their convenience.

The third, fourth, and fifth stories, which are respectively 13, 12½ and 12 ft. high, contain thirteen offices each, from 270 to 900 sq. ft. area. All the rooms have large outside windows. The disposition of the plan is such that no light shafts with sky-lights are required.

The rooms are floored with selected yellow pine flooring in small strips. The wood-work of the doors and trimmings is of white ash carefully selected. All the doors are veneered upon white pine frames, and the hard-wood sash is made out of two thicknesses glued and screwed together. The walls are plastered in hard sand finish, and the ceilings in rough sand finish of a delicate gray tint. Picture rods and chair rails are provided for in all rooms, to prevent abrasion and damage to the plastering. The mantel pieces are of American dove-gray marble of unique design. The gas fixtures and hardware are of bronze, and made after special designs of the architect. The doors leading from the halls into the rooms are sash doors with fan lights, and are glazed with embossed plate glass. Water is supplied to each room separately in a wash-hand basin, underneath which is placed the gasometer.

GAS.

The gas pipes are arranged in such a way that each room can have its own meter; or, where suites of rooms are occupied by one party, one meter may serve for any number of rooms. Two separate connections with both the Church street and Courtlandt street mains let the gas into the building.

WATER-CLOSETS.

Each story has a large lavatory, provided with a number a water-closets, and all the modern conveniences of a retiring department.

STAIRS AND ELEVATORS.

The main stairway from the basement to the sixth story, is made principally of wrought iron, which permits of airy open work, showing all parts of its ingenious construction, and dispenses with the heavy and useless ornamental cast-iron work. The balustrade with its polished mahogany hand rail is also constructed of wrought iron. The treads are of white Italian marble and slate. At the head of each flight of stairs, in the main halls of every story is a directory, in gilt letters on black marble, which shows the numbers of the rooms and names of the tenants for each respective story. In the hall of the first story is fixed a seat for the janitor, under whose notice will pass all parties entering the building, who will give prompt information to all having business, and discriminate against those who have not, such as street peddlers, beggars, &c.

The two large sized cars of the steam passenger elevators, one at each side of the main staircase, convey the public, during business hours, in a safe and convenient manner to any of the upper floors. The whole aspect of stairs, halls, and rooms is exceedingly cheerful, attractive and imposing, on account of their loftiness in dimension and delicacy of color.

HALLS.

The halls are from eight to ten feet wide throughout the building, are tiled with Italian white marble, and wainscoted with colored native marbles. The walls are finished in marble cement plastering of a delicate cream color.

HEATING AND VENTILATION.

Every room and hall in the building is thoroughly heated and ventilated. Of the four large steam generators placed in the cellar, three are to be used for this purpose; while the fourth one will be run at a higher pressure to supply the elevator engines and the pumps with steam. The basement and first story are heated by indirect radiation, in passing fresh air over steam-pipes in the cellar, through flues, into the various rooms. In addition to this, provision is made so that, in extreme cold weather, increased heat can be obtained from radiators placed behind cast-iron screens underneath the window sills. This part of the building is ventilated through flues with a downward draft carried below the cellar floor, where they are all collected and connect with a large upright ventilating flue surrounding the cast-iron smoke stack of the boilers. The air, when brought in contact with this heated surface, becomes rarefied, and rises rapidly to the top of the flue connected above the roof with the open air. This flue is otherwise hermetically closed, and must take its supply from the rooms through the ventilating flues. The area of suction of this flue is 46 sq. ft.

The offices in the upper stories have each an independent heating apparatus placed, like the reserve heaters of the basement and the first story, under the window sills, entirely out of sight, and out of the way of any furniture. A constant supply of fresh air, introduced through openings from the outside, passes over steam coils into the rooms; and the foul air is taken away by the large ventilating flues. Thus the great objection to direct steam heating is obviated, since no vitiated

air will be heated over and used twice. The draft in the ventilating flues for the upper stories is created by steam pipes constantly heated, either placed inside the flues, or in the shape of coils at their outlets in the attic, where they discharge through numerous ventilators in the roof into the open air. The arrangements for heating and ventilating are the most perfect known, and no effort has been spared to make the building in this regard as complete and effective as it is in so many others.

FIRE-PROOF QUALITIES.

The fire-proof character of the building is very superior. The entire absence of any combustible materials in the construction of parts, and the avoidance of iron supports for either walls or floor-beams, gives this structure a higher rank in this regard than other so-called fire-proof buildings in the city.

The floors are constructed of rolled iron beams, filled in with horizontal arches, either of hollow bricks, or hollow hydraulic lime of Teil concrete blocks, wedge-shaped and set together flat, so as to present a perfectly level ceiling. These arches are covered with a coat of French Lafarge cement, thus making the floors water-proof. On this incombustible foundation rest the yellow pine sleepers to which the flooring is nailed. In the halls, horse-shoe tiles and concrete form the foundation for the marble tiling which constitutes the hall floors. The great advantages of this mode of construction are its lightness, and the fact that the lower surface of the arches forms a level ceiling ready for plastering, without the use of iron furring. The partitions, where they are not solid brick walls, are laid up in hollow blocks of lime of Teil concrete, of sufficient thickness, without the use of any upright supports.

All the windows, front or rear, throughout the building are provided with corrugated, self-rolling, steel shutters. This will prevent the destruction of the glass and window trimmings in case of fire in the neighborhood; while in the lower stories they add to the security of the offices in other respects. The two entrances are provided with

the same style of shutters, and are guarded against burglary or fire by the same means.

THE ROOF.

The roof of the building is constructed in the same manner as the various floors; and then it is covered with heavy sheet copper, laid down with standing joints, without the use of any soldering. The roof is thus rendered fire and water proof for an indefinite period of years. From the highest point on the roof, a magnificent view is obtained of the entire city of New York; of our sister city, Brooklyn, and of that specially marked and interesting feature, the tall and massive towers of the East River Bridge; the East river, crowded with shipping; the upper and lower bay; Greenwood; Sandy Hook; Staten Island, and the majestic Hudson from the Narrows to the Palisades, all come within this most charming field of view. From this point we can observe the movements of the numerous ferry-boats, connecting the continent with this island, and, following their courses, we prove to the eye that the larger number of them concentrate in the immediate neighborhood of this building. The views from the upper windows, also, beginning at the third story, though more limited, are still very extensive and interesting.

The advantages of the situation of this building, as shown on the herewith annexed map of the lower part of the city, become here very apparent.

PERSONNEL.

The Building Committee, under whose supervision, in conjunction with the architects, the entire work was done, were Messrs. Robert Lennox Kennedy, John J. Astor, James R. Taylor, and Thomas Dickson, President of the Company, *ex officio*, with Mr. R. G. Moulton, as Secretary. The Architect was R. M. Hunt, and the Supervising Architect, Edward E. Raht.

Whenever it was deemed best, the work was done by the day, with the workmen under the charge of Mr. David Campbell.

The following are the names of parties who were engaged as contractors on the building:

A. J. Felter & Son.,	Mason Work.
Architectural Iron Works,	Iron Work.
Union Iron Co. of Buffalo, W. H. Wallace & Co., Agents,	Iron Beams.
David McMaster,	Cut Stone Work.
J. G. Batterson, of Hartford,	Granite Work.
A. S. Dickinson,	Blue Stone.
Fire Proof Building Co.,	Floor Arching and Partitions.
G. Van Nostrand,	Carpenter Work.
Herter Brothers,	Inside Finish and Furniture in Office.
J. L. Scofield,	Inside Finish.
K. Dunham,	Window Sash.
Shaw & Venn,	Painting.
Hopkins & Dickinson Manufacturing Co.,	Hardware.
Roosevelt & Son,	Plate Glass.
Morris, Delano & Co.,	Sheet Glass.
N. Y. Sand Blast Glass Co.,	Embossed Glass.
Edward Crumlin,	Slate Roof.
Henry Steeger,	Copper Roof.
James O. Morse,	Steam Heating and Ventilation.
James Muir,	Plumbing and Gas Fitting.
M. Hanford, of Boston,	Passenger Elevators.
Casoni & Isola,	Marble Work.
Penrhyn Slate Co.,	Interior Slate Work.
Clark & Co., of London,	Rolling Steel Shutters.
Mitchell, Vance & Co.,	Gas Fixtures and Bronze Work.
G. Gariboldi & Co.,	Marble Cement Plastering.
Bramhall, Dean & Co.,	Kitchen Utensils.
W. H. Jackson & Co.,	Grates and Fenders.
Newman & Capron,	Speaking Tubes and Electric Bells.
Valentine & Butler,	Fire and Burglar Proof Doors.
Babcock & Co.,	Fire Extinguisher.

And many others.

APPENDIX.

[*Copy of Record placed under the Corner-stone.*]

DELAWARE AND HUDSON CANAL CO.

THIS BUILDING

WAS ERECTED BY THE DELAWARE AND HUDSON CANAL COMPANY,

AND THIS RECORD DEPOSITED UNDER THE CORNER-STONE,

APRIL 30TH, 1874.

MANAGERS AND OFFICERS OF THE DELAWARE AND HUDSON CANAL CO.

Board of Managers:

CHARLES A. TALBOT.
ABIEL A. LOW.
ROBERT L. KENNEDY.
JAMES M. HALSTED.
LE GRAND B. CANNON.
GEORGE CABOT WARD.
JAMES R. TAYLOR.
THOMAS DICKSON.
JOHN JACOB ASTOR.
THOMAS CORNELL.
W. J. HOPPIN.
J. PIERPONT MORGAN.
R. M. OLYPHANT.

President: THOMAS DICKSON, Scranton, Pa.
Assistant President: HARWOOD V. OLYPHANT.
Treasurer: JAMES E. HARTT, New York City.
Secretary: GEORGE L. HAIGHT, New York City.
Sales Agent: RODMAN G. MOULTON, New York City.
General Manager: COE F. YOUNG, Honesdale, Pa.
Gen. Ag't, Real Estate Dep.: F. W. WESTON, Providence.
Sup't Coal Dep.: A. H. VANDLING, Providence.
Sup't R. R. Dep.: R. MANVILLE, Carbondale, Pa.
Sup't Canal Dep.: A. M. ATKINSON, Honesdale, Pa.
Sup't Rondout Dep.: A. OSTERHOUDT.
Sales Ag't, South. & West. Dep.: JOSEPH J. ALBRIGHT.

ALBANY & SUSQUEHANNA AND RENSSELAER & SARATOGA R. R. DEP.

General Superintendent: H. A. FONDA, Albany, N. Y.
Chief Engineer: C. W. WENDT, Albany, N. Y.

NEW YORK AND CANADA RAILROAD DEPARTMENT.

President and Superintendent: ISAAC V. BAKER, Comstock's Landing, N. Y.

Building Committee:
ROBERT L. KENNEDY, *Chairman.* JOHN JACOB ASTOR. JAMES R. TAYLOR.

RODMAN G. MOULTON, *Secretary.* RICHARD M. HUNT, *Architect.*
E. E. RAHT, *Superintending Architect.*

The company was originally organized March 8th, 1825, and the following comprises the list of officers and managers holding office at different periods from that time to the present:

Presidents: 1825, Philip Hone. 1826, John Bolton. 1832, John Wurts. 1858, George T. Olyphant. 1869, Thomas Dickson.

Assistant Presidents: 1874, Harwood V. Olyphant.

Vice Presidents: 1845, Isaac L. Platt. 1849, John Ewen. 1851, Wm. Musgrave. 1857, Robert Soutter. 1866, Thomas Dickson.

Treasurers: 1825, John Bolton. 1826, Samuel Flewelling. 1832, John H. Williams. 1845, Isaac N. Seymour. 1869, Charles P. Hartt. 1873, James C. Hartt.

Secretaries: 1842, Isaac N. Seymour. 1848, Gilead A. Smith. 1855, James C. Hartt. 1866, Richard H. Nodine. 1871, Daniel Wilson. 1873, George L. Haight.

Sales Agents: 1866, James C. Hartt. 1873, Rodman G. Moulton.

Sales Agent, Western Department: 1869, Joseph J. Albright.

General Manager: 1869, Coe F. Young.

Mining Superintendents: 1866, E. W. Weston. 1874, A. H. Vandling.

Railroad Department Superintendent: 1866, R. Manville.

Canal Superintendents: 1866, Coe F. Young. 1869, A. M. Atkinson.

Rondout Department Superintendents: 1873, A. H. Vandling. 1874, A. Osterhoudt.

Real Estate Department: 1874, E. W. Weston.

Sup't Albany & Susquehanna and Rensselaer & Saratoga R. R. Dept.: 1873, H. A. Fonda.

General Superintendent: 1873, C. W. Wentz.

Chief Engineer, New York and Canada R. R. Department: 1873, Isaac V. Baker, President and Superintendent.

Managers: 1825, Garrett B. Abeel. 1862, John J. Astor, jr. 1867, John L. Aspinwall. 1825, John Bolton. 1831, James Bryar. 1832, William Branford. 1834, Joseph Bayley. 1841, Henry Brevoort, jr. 1825, Lynde Catlin. 1826, William Calder. 1833, Edward Colman. 1837, Don Alonzo Cushman. 1860, Le Grand B. Cannon. 1862, John J. Crane. 1868, Thomas Cornell. 1835, Robert Dyson. 1866, Thomas Dickson. 1834, John Ferguson. 1852, Daniel B. Fearing. 1866, O. De F. Grant. 1825, Philip Hone, 1825, John Hunter. 1825, Abm. Hasbrouck. 1831, John Hickcock. 1831, Wm. M. Halstead. 1838, Wm. C. Hickok. 1841, Silas Holmes. 1842, Irad Hawley. 1844, Wm. S. Herriman. 1845, Cyrus Hickcock. 1859, James M. Halsted. 1868, W. J. Hoppin. 1826, Wm. H. Ireland. 1858, Robert L. Kennedy. 1825, Rufus L. Lord. 1833, Wm. E. Lee. 1841, Daniel Lord, jr. 1842, Jacob R. Leroy. 1857, Abiel A. Low. 1873, J. Pierpont Morgan. 1846, Howard Mott. 1848, Lord Nash. 1837, Joseph Otis. 1852, George T. Olyphant. 1873, Robert M. Olyphant. 1825, Hezekiah Pierrepont. 1832, Allison Post. 1834, Isaac L. Platt. 1855, Daniel Parish. 1825, Wm. W. Russell. 1826, Benj. W. Rogers. 1832, Samuel Reynolds. 1832, James Ruthven. 1840, John Rankin. 1853, Robert Ray. 1833, Philemon Starr. 1834, Joseph Sands. 1841, Aquilla G. Stout. 1857, Samuel B. Schieffelin. 1859, John Schenck. 1870, Isaac N. Seymour. 1825, Jonathan Thompson. 1826, Thomas Tileston. 1826, Henry Thomas. 1833, Knowles Taylor. 1845, Charles N. Talbot. 1864, James R. Taylor. 1830, Myndert Van Schaick. 1825, George D. Wickham. 1825, Maurice Wurts. 1826, Samuel Whittemore. 1831, John Wurts. 1831, Wm. Worrell. 1831, Wm. Wheelwright. 1852, Edward J. Woolsey. 1858, John D. Wolfe. 1873, George C. Ward. 1842, Henry Young.

The Canal from Honesdale to Rondout was commenced July 13th, 1825, and was completed in October, 1828. The first enlargement was completed in 1844, the second was completed in 1852. The tonnage of the first boats on the canal was 25 tons; of the second, 40 tons; present tonnage, 125 to 148. First coal shipped from the mines in Pennsylvania in 1829.

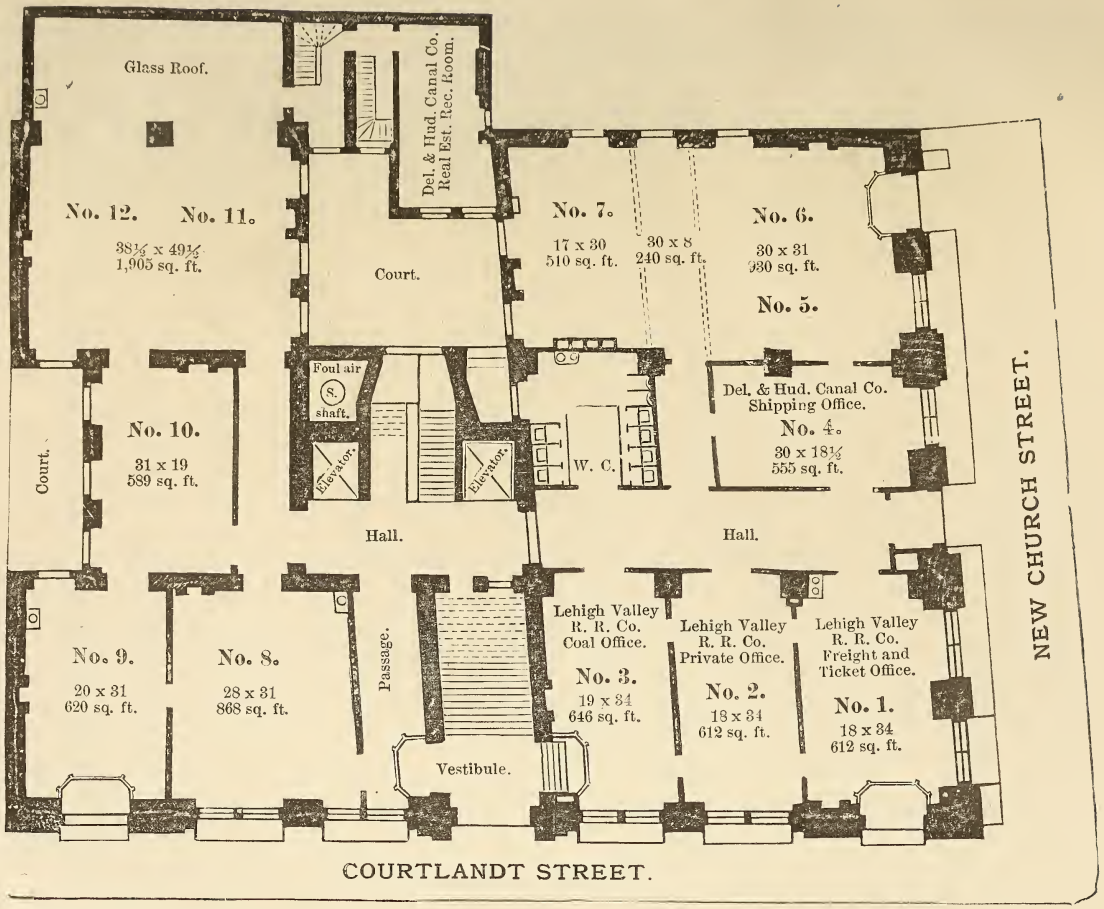
Table of Annual Quantity Shipped from the Mines:

1829 ... 7,000	1841. ..192,270	1853....494,327	1865.... 759,699
1830 ... 43,000	1842....205,253	1854 ...438 406	1866 ...1,391,674
1831.... 54,000	1843....227,605	1855.... 565,460	1867....1,507,487
1852.... 84,600	1844....251,005	1856....499,650	1868 ...1,991,870
1833 ...111,777	1845....273,435	1857....480,677	1869....1,626,391
1834.... 43,700	1846....320,000	1858....348,789	1870....2,318,073
1835.... 90,000	1847....386,202	1859.. .591,000	1871... 2,011,333
1836....103,861	1848 ...437,500	1860... 499,568	1872....2,930,767
1837....115,387	1849... 454,240	1861....726,644	1873 ..2,752,596
1838.... 78,207	1850....432,339	1862....644,100	
1839 ...122,300	1851....472,478	1863....828,150	
1840....148,470	1852....497,839	1864....852,130	

The Railroad from Honesdale, Pa., to the mines was commenced in 1827, and completed in 1829. The first locomotive that ran upon a railroad on this continent was imported from England by this company, was ordered in England by Horatio Allen, assistant engineer; was shipped from Liverpool April 8th, 1829, on board packet ship "John Jay," arrived in New York 17th May, 1829; was sent up the river to Rondout, and arrived there 4th July, 1829, from thence was transported by canal, and arrived at Honesdale July 23d, 1829, and on the 8th of August, 1829, made the trial trip. This locomotive was built at Stourbridge, England; was named the "Stourbridge Lion," and the boiler is now in use at Carbondale, Pennsylvania.

On the 24th of February, 1870, this company leased in perpetuity the Albany and Susquehanna Railroad; and on the 1st of May, 1871, leased the Rensselaer and Saratoga Railroad, with its branches. Is now engaged in constructing a line from Whitehall, in this State, on the west side of Lake Champlain, which, when completed, will give this company between 600 and 700 miles of railway: in addition to this, they have 186 miles of iron railway in their mines.

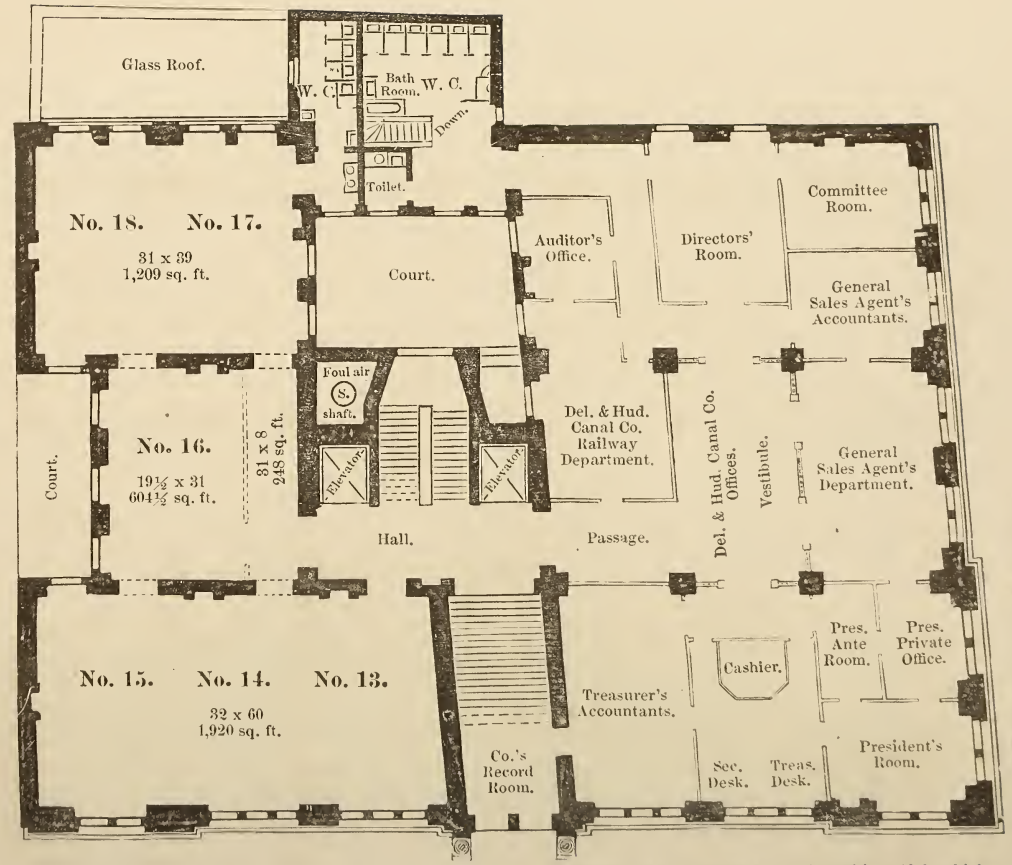
Contracting parties for this building as follows: *Masons*, A. J. Felter & Son. *Carpenter*, G. Van Nostrand. *Iron*, Architectural Iron Works, N. Y. *Iron Floor Beams*, W. H. Wallace & Co., Agents for Union Iron Co., Buffalo. *Granite*, J. G. Batterson. *Stone Trimmings*, Daniel McMaster.



Dotted lines indicate partitions that can be put up.

Plan of Basement.

12 feet, and 13 feet 2 inches high.

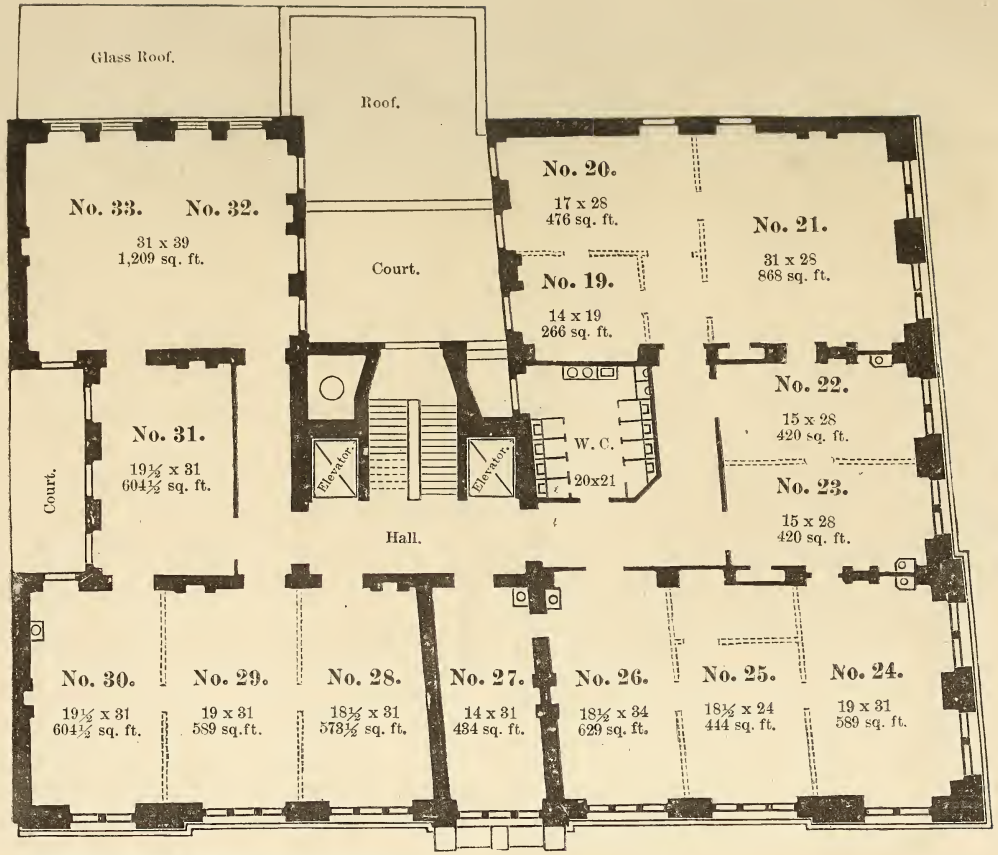


Dotted lines indicate partitions that can be put up. Straight lines indicate Ash wood partitions 10 feet high.

COURTLANDT STREET.

Plan of First Floor.

19 feet high.

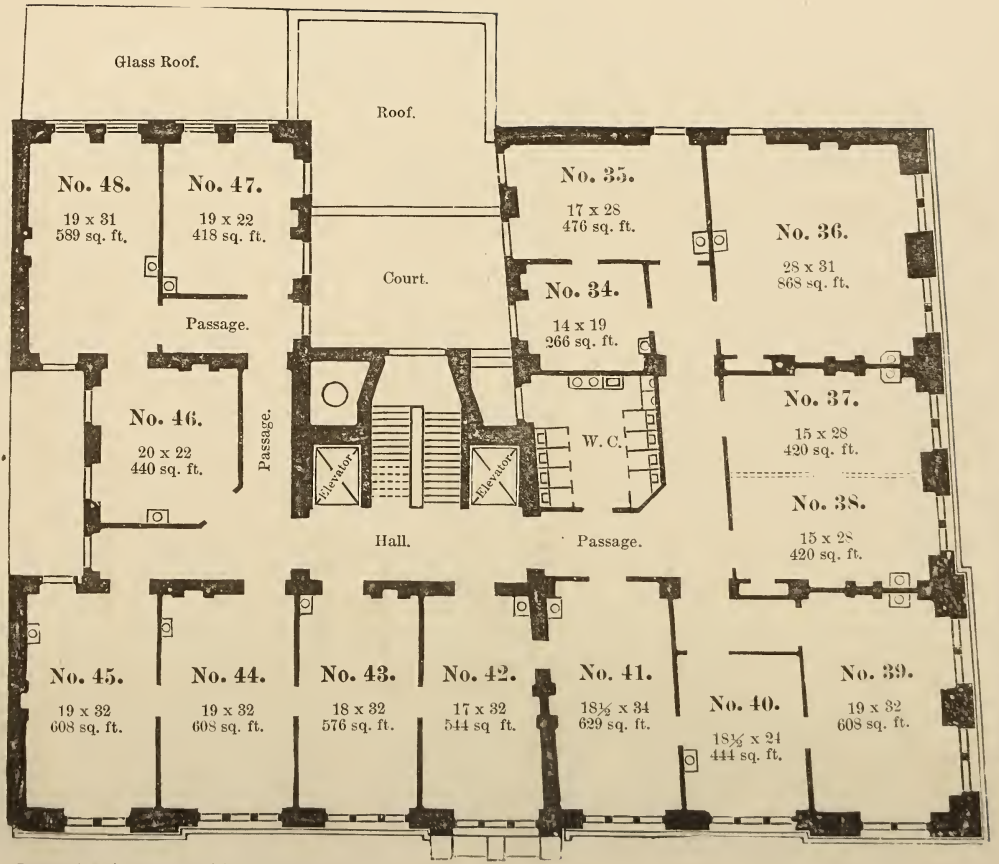


Dotted lines indicate partitions that can be put up.

COURTLANDT STREET.

Plan of Second Floor.

13 feet 6 inches high.

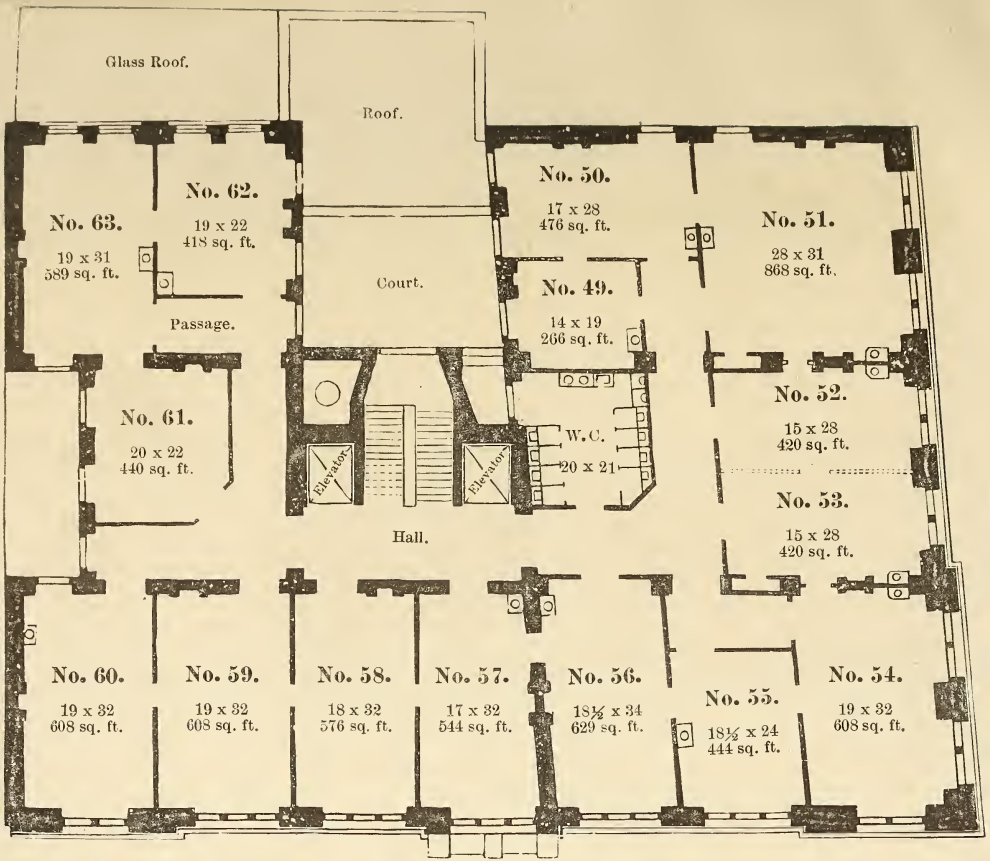


Dotted lines indicate partitions that can be put up.

COURTLANDT STREET.

Plan of Third Floor.

13 feet high.

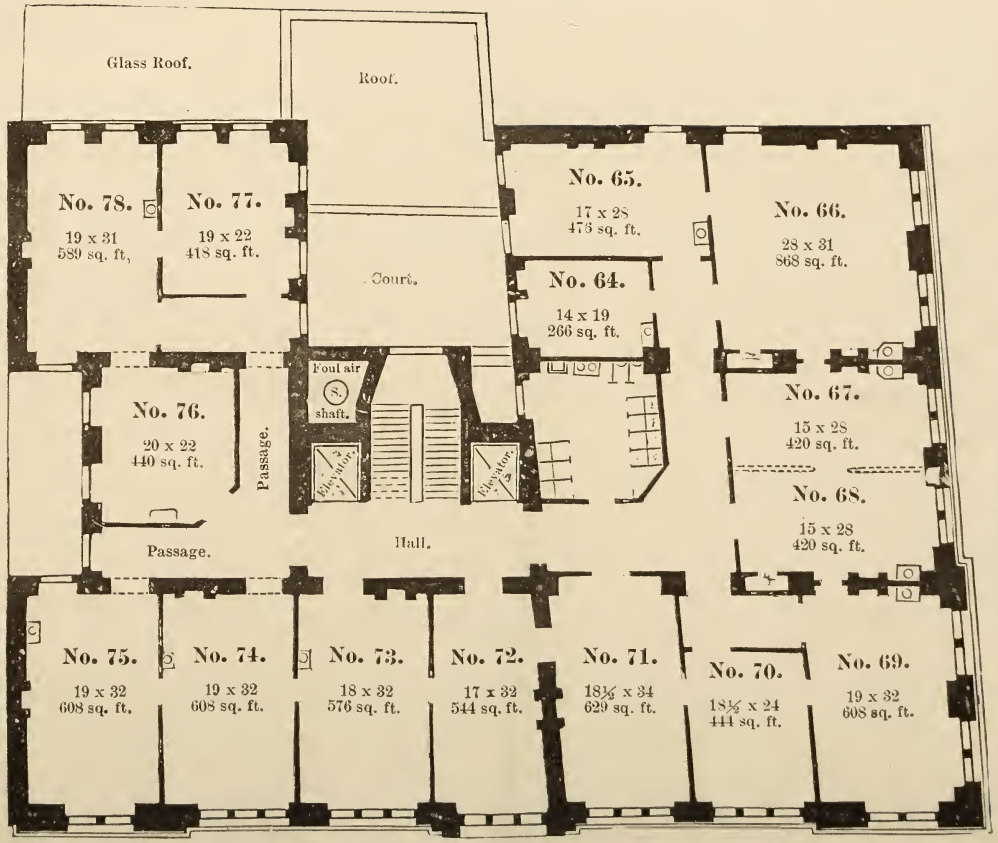


Dotted lines indicate partitions that can be put up.

COURTLANDT STREET.

Plan of Fourth Floor.

12 feet 6 inches high.

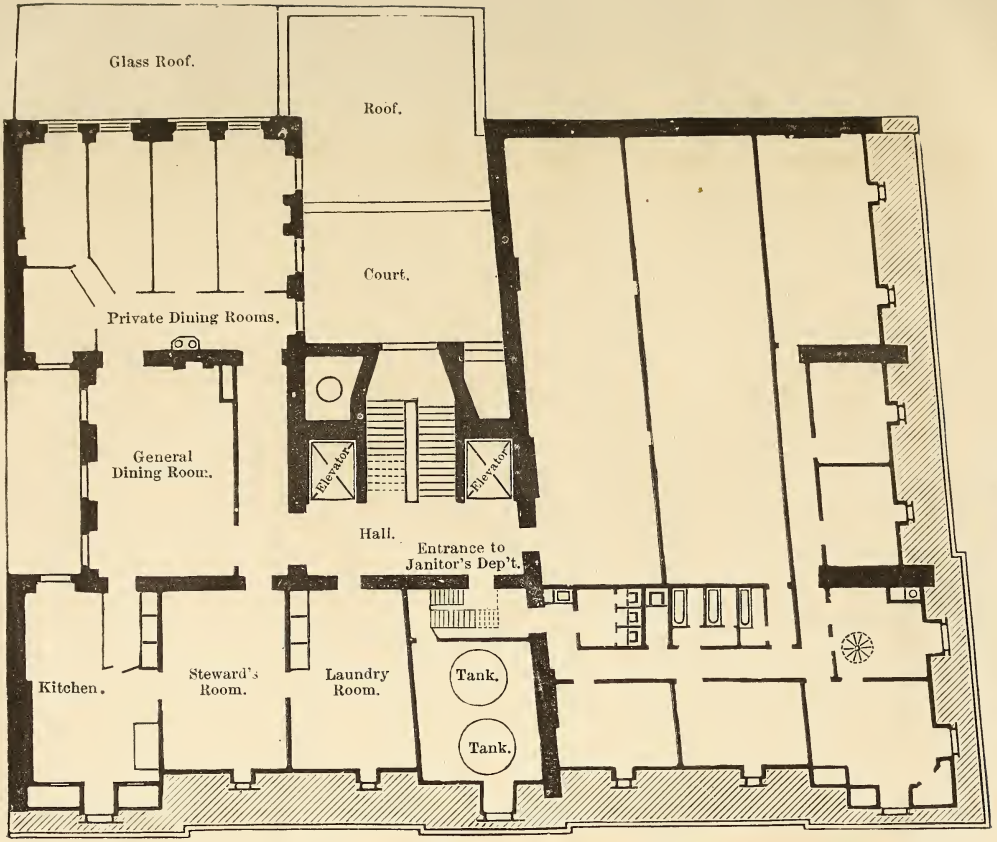


Dotted lines indicate partitions that can be put up.

COURTLANDT STREET.

Plan of Fifth Floor.

19 feet high.



Plan of Sixth Floor.